

2. The STCW Convention and related instruments

2.1. Content and practical application

2.1.1. The 1978 STCW Convention

The initial instrument, i.e. the 1978 Convention, prescribed for the first time minimum standards on training, certification and watchkeeping for seafarers in response to the need to have uniform rules at the international level in this field. The 1978 Convention sought to remedy the problem of divergent rules governing the matter at the international level. In actual fact, the original instrument prescribed minimum knowledge requirements for the issue of certificates “to the satisfaction of the Administration”, rather than precise standards of competence¹¹.

The 1978 text, whose technical provisions are structured over six Chapters articulated in an Annex, included provisions evolving around certification and port State control; manning levels were not addressed.

Chapter I encompasses general provisions including definitions of terms used in the instrument; Chapter II provides for requirements to be observed in the Master-deck department, covering, to name but a few, navigational watch, navigational duties and responsibilities, etc.; minimum requirements are prescribed with regard to the certification of masters and chief mates, officers in charge of a navigational watch, etc.; Chapter III provides for requirements to be observed in the Engine department; it provides for minimum requirements with regard to the certification of chief engineer officers and second engineer officers; Chapter IV contains provisions relating to the Radio department, including minimum provisions on the certification of radio officers; Chapter V prescribes special requirements for tankers (oil tankers, chemical tankers and liquefied tankers); strict requirements, including appropriate shore-based-fire-fighting courses, are provided for the officers and ratings with specific duties on board tankers; Chapter VI addresses issues of proficiency in survival craft.

The Convention was supplemented by twenty-three Resolutions, providing for details not included in the Convention; IMO Resolutions are not mandatory.

The 1978 Convention was subject to two amendments in 1991 and 1994; the first amendment addressed issues stemming from the implementation of the Glob-

¹¹ See G. P. Pamborides, *International Shipping Law-Legislation and Enforcement*, Kluwer Law International/Ant. N. Sakkoulas, Athens, 1999, 167.

Global Maritime Distress and Safety System (GMDSS) and the other replaced Chapter V on special training for crews on tankers¹².

2.1.2. The 1995 revision

The revision by the 1995 amendments, which came into force in 1997, aimed to remedy implementation problems and other issues identified by practice in the course of time since the adoption of the initial instrument. From the point of view of the methodology, it is worth mentioning that the technical annex was divided into Chapters and regulations. In addition to this, a Code was elaborated (STCW Code), Part A of which is mandatory and Part B recommendatory, aiming to elaborate on the principles set down in the Convention.

The revised Chapter I, which is comprised of general provisions, innovates in the sense that for the first time it lays down the obligations of the States which are parties to the Convention to provide detailed information on the administrative measures adopted with a view to conforming to the requirements in question¹³.

Chapter I addresses Port State Control (PSC), providing for intervention in the event of deficiencies liable to endanger human life, property or the environment¹⁴. Such deficiencies consist, for example, of irregular certificates; it also refers, *inter alia*, to the case where the ship is manoeuvred in an unsafe manner. Chapter I also tackles the problem of fatigue prevention of watchkeeping personnel; furthermore, it provides for the use of simulators for training and assessment purposes. Parties are obliged to provide for a quality standards system aiming at the continuous monitoring of training, certification and other procedures¹⁵. Fitness standards and levels of professional competence are also prescribed in the same Chapter¹⁶.

Chapters II, III and IV on Master and deck department, Engine department and Radiocommunication and radio personnel were also subject to revision. Chapter V was subject to the introduction of special requirements concerning the training and qualifications of personnel on board ro-ro passenger ships; these special requirements were introduced in the light of the tragic marine disaster of the ferry Estonia in September 1994. Chapter VI, which incorporates the previous Chapter VI, notably deals with medical first aid and survival functions; Chapter VII tackles alternative certification, which enables crews to obtain training and certification in various departments of seafaring rather than being confined to one branch (such as deck or engine room) for their entire career¹⁷; Chapter VIII deals with fatigue prevention measures with regard to watchkeeping personnel.

¹² See http://www.imo.org/Conventions/contents.asp?doc_id=651&topic_id=257 (last visit 10 January 2007).

¹³ Regulation I/7.

¹⁴ Regulation I/4.

¹⁵ Regulation I/8.

¹⁶ Regulation I/11.

¹⁷ See *supra* note 2.

2.1.3. The STCW Code

The STCW Code supplements the regulations contained in the Chapters with more detailed prescriptions. As already mentioned, Part A of the Code is mandatory, while Part B is of a recommendatory nature.

2.1.4. Subsequent amendments

The 1995 revision was followed by the 1997 amendments, which came into force in 1999, the 1998 amendments, which came into force in 2003, and the 2006 amendments, which will come into force in 2008. It should be noted that the procedure of amendment of the STCW Annex is simplified and accelerated according to the tacit acceptance procedure¹⁸.

2.1.5. The “White List”

The first so-called White List of States deemed to be giving “full and complete effect” to the revised STCW Convention, was published by the IMO in the year 2000¹⁹. The ranking of ships upon satisfaction of STCW requirements has an impact on the priority of submission to Port State Control.

2.1.6. Documents issued on the basis of the STCW Convention

To a great extent, the STCW Convention 1995 is operational on the basis of a number of documents. Certificates concerned are issued by competent Administrations and additional documentary evidence is issued by private operators such as the shipowner or the master of the vessel. According to the Convention, “a certificate means a valid document, by whatever name it may be known, issued by or under the authority of the Administration or recognized by the Administration, authorizing the holder to serve as stated in this document or as authorized by national regulations”²⁰. Certificates for masters, officers or ratings are issued to those candidates who, to the satisfaction of the Administration, meet the requirements for service, age, medical fitness, training, qualification and examinations in accordance with the appropriate provisions of the Annex to the Convention²¹.

Documents referred to in the Convention notably include certificates of competence²², endorsements of recognition²³, certificates of proficiency²⁴, special certifi-

¹⁸ On the tacit acceptance procedure (which is also referred to as the tacit amendment procedure), see *inter alia* http://www.imo.org/Conventions/mainframe.asp?topic_id=148#tacit (last visit 10 January 2007). Also see Lei Shi, *Successful Use of the Tacit Acceptance Procedure to Effectuate Progress in International Maritime Law*, 11 USF Mar. L. J. 299-332 (1998-99).

¹⁹ See <http://www.imo.org> (last visit 10 January 2007).

²⁰ Article II(c) of the Convention.

²¹ Article VI(1) of the Convention.

²² On certificates and endorsements, see Regulation I/2 of the Annex to the Convention.

cates²⁵ and any other official document attesting that a requirement of the Convention has been satisfied. A certificate of competence is a document issued to masters, officers, radio operators and ratings forming part of a watch, who comply with the standards of competence relevant to their particular functions and level of responsibility on board²⁶. An endorsement is a document issued to masters and officers, attesting that the national certificate has been issued in accordance with all STCW requirements²⁷. Endorsement of recognition is issued by an Administration as an official recognition of the validity of a certificate issued by another Administration²⁸. This procedure is rendered necessary as an important number of merchant fleets are manned by seafarers certificated by other administrations. In addition to the above, documentary evidence which stems from the shipowner or the master of the vessel is used to attest, for example, that the seafarer has participated in a safety drill or has completed a certain type of training.

A major problem relating to the STCW Convention is the effectiveness of authenticity controls²⁹ for the wide range of documents involved and, consequently, the extended use of fraudulent practices associated with certificates of competence and endorsements. There is no need to stress the obvious danger of seeing the regime established by the STCW Convention 1995 placed in jeopardy when fraudulent practices take place. At least two types of fraudulent practices may be identified: firstly, with regard to the certification process as such and secondly, to the certificate itself. For example, in the first category, training centers, approved by the maritime Administration, would issue certificates for short STCW 1995 courses without meeting minimum standards of training and assessment. In the second category, one would see forgery of certificates and other documents.

According to a study conducted under the auspices of the IMO³⁰, evidence of fraudulent practices was found within the research project which was extended to 54 maritime Administrations, 48 employers, 1,105 seafarers and 10 third parties, in respect of all certificates issued in accordance with Chapters I, II, III, IV, V and VI of the STCW Convention 1995, as well as with other documents required by the Convention, such as seagoing service testimonials³¹. Moreover, the greatest

²³ *Id.*

²⁴ Certificates of proficiency and special certificates are issued to the seafarer to certify that he or she has met the required standard of competence in a specific duty. *See* STCW-95: A Guide for Seafarers, International Transport Workers' Federation (ITF) 2002, 18. Available at <http://www.itfglobal.org/filed/seealsodocs/EN6/970/STCW2nd.pdf> (last visit 10 January 2007).

²⁵ *Id.*

²⁶ *Id.*, 15.

²⁷ *Id.*, 16.

²⁸ *See* Regulation I/2 and Regulation I/10 of the Annex to the Convention.

²⁹ With regard to certification verification, the IMO provides for a list of points of contact at a national level which provide direct access to registers of certificates and endorsements where their validity can be checked on line. *See* <http://www.imo.org> (See Human Element) (last visit 10 January 2007).

³⁰ *A Study on Fraudulent Practices Associated with Certificates of Competence and Endorsements* carried out by the Seafarers International Research Centre (SIRC) in 2001. Main report, IMO, London, 2001 (IMO-483/01). The abridged report is available on the internet at <http://www.imo.org/> (last visit 10 January 2007).

³¹ *Id.* Executive Summary, 2.

prevalence of fraudulent practice was found in Southern and Southeastern Asia and to a lesser degree in Eastern Europe, the Middle East, Central America and the Mediterranean³².

Among the myriad of issues stemming from the interpretation and application of the STCW Convention, we have chosen to briefly present the legal implications in terms of liability of the said Convention on private operators. An extensive bibliography is provided to the reader on other specific issues related to the STCW Convention.

2.1.7. Litigation (prevention and practice)

As concerns its practical application, the STCW Convention 1995, which is to a large extent a public maritime law instrument, does not fail to raise a number of issues with regard to litigation in which private persons are likely to be involved. Such issues notably concern unseaworthiness, negligence and limitation of liability³³. The legal impact in question takes place in the context of new responsibilities introduced by the Convention for private operators, including shipping companies. The latter are obliged to ensure that the seafarers employed by them meet international standards of competence and that certain aspects of seafarers' activity on board remain within the framework prescribed by the Convention (e.g. minimum resting periods). It should be remembered, however, that private persons are not the only ones to be assigned with responsibilities under the Convention: national Administrations, training centers and seafarers are also bound by these obligations.

Moreover, given the purpose of the Convention, which is to "promote safety of life and property at sea and the protection of the environment"³⁴, the STCW provisions seem to be intended to prevent injury to all classes of potential maritime claimants in case of personal injury, material damage or environmental damage; consequently, a defendant seeking to demonstrate that the Convention was not intended against the specific prejudice suffered will have a difficult burden to shoulder³⁵.

Significantly, Regulation I/14³⁶ provides for the responsibilities of shipping companies with regard to the enforcement of the Convention: "Each Administration shall, in accordance with Section A-I/14 [of the STCW Code], hold companies responsible for the assignment of seafarers for service in their ships in accordance with the requirements of the Convention, and shall require every company to ensure that:

³² *Id.*

³³ See Leslie Tomasello Weitz, *The Nautical Fault Debate (The Hamburg Rules, the US COGSA 95, the STCW 95 and the ISM Code)* 22 Tul. Mar. L. J. 581, (1998), Pamborides, *supra* note 11, 171, R. White, *The Human Factor in Unseaworthiness Claims*, 2 L.M.C.L.Q., 221-239 (1995) and Sperling, *supra* note 8.

³⁴ See the Preamble of the Convention.

³⁵ See Sperling, *supra* note 8, 613 *seq.*

³⁶ See Chapter I of the Annex.

1. each seafarer assigned to any of its ships holds an appropriate certificate in accordance with the provisions of the Convention and as established by the Administration;
2. its ships are manned in compliance with the applicable safe manning requirements of the Administration;
3. documentation and data relevant to all seafarers employed on its ships are maintained and readily accessible, and include, without being limited to, documentation and data on their experience, training, medical fitness and competency in assigned duties;
4. seafarers, on being assigned to any of its ships, are familiarized with their specific duties and with all ship arrangements, installations, equipments, procedures and ships characteristics that are relevant to their routine or emergency duties; and
5. the ship's complement can effectively co-ordinate their activities in an emergency situation and in performing functions vital to safety or to the prevention or mitigation of pollution”.

In addition to the above, Section A-I/14 of the STCW Code, which is mandatory, places a responsibility on companies and on masters and crew members for ensuring that policies and procedures³⁷ aiming at the familiarization of newly employed seafarers on board the ship, prior to their assignment to duty, are given full and complete effect; in this context, each crew member should make “a knowledgeable and informed contribution to the safe operation of the ship”³⁸.

Part A of the STCW Code also provides for minimum resting periods for personnel participating in watchkeeping³⁹:

- “1. All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period;
2. The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length;
3. The requirements for rest periods laid down in paras 1 and 2 need not be maintained in the case of an emergency or drill or in other overriding operational conditions;
4. Notwithstanding the provisions of paras 1 and 2, the minimum period of ten hours may be reduced to not less than 6 consecutive hours provided that any such reduction shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period;

³⁷ According to this Section, policies and procedures in question include “1. Allocation of a reasonable period of time during which each newly employed seafarer will have an opportunity to become acquainted with: 1.1 The specific equipment the seafarer will be using or operating, and, 1.2 Ship-specific watchkeeping, safety, environmental protection and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties properly, and, 2. Designation of a knowledgeable crew member who will be responsible for ensuring that an opportunity is provided to each newly employed seafarer to receive essential information in a language the seafarer understands”.

³⁸ See Section A-I/14 para. 1.

³⁹ See Section A-VIII/1.

5. Administrations shall require that watch schedules be posted where they are easily accessible.”

In this context, there is an obvious impact on seaworthiness. The latter may also regard matters which involve the human element, since the incompetence of the crew is likely to render a vessel unseaworthy.

According to Schoenbaum, with regard to U.S. law for example, the duty of seaworthiness is absolute and independent of negligence, but the mere fact that there is an accident is not enough for a finding of unseaworthiness⁴⁰. The test for an unseaworthy condition is whether the vessel, equipment, or appurtenances were reasonably fit for their intended use and the duty is reasonableness, “not perfection”; nevertheless, the violation of a statute or regulation concerning safety will justify a finding of unseaworthiness *per se*⁴¹. A ship is seaworthy not only if it is properly supplied and equipped, but also if it is properly crewed⁴². Moreover, under the Hague Rules, the non-delegatable character of the duty to exercise due diligence to make the ship seaworthy before and at the beginning of the voyage⁴³ was explored by English courts⁴⁴.

Where an owner fails to exercise due diligence to ensure that a ship’s crewmembers have proper certificates or other documentation required by the STCW Convention, the ship will be unseaworthy⁴⁵. If the vessel is considered to be unseaworthy, the shipowner will have to prove, on the basis, for example, of The Hague/Visby Rules⁴⁶, that he exercised due diligence in providing a competent crew. The new STCW Convention introduces a framework of reference for the assessment of levels of competence of seafarers seeking employment on board ships⁴⁷; if the shipowner concerned fails to take advantage of this system, thus failing to exercise due diligence in employing and supervising a competent crew, the claimants will have “a much easier task in proving their case and information will

⁴⁰ Thomas J. Schoenbaum, *Admiralty and Maritime Law*, Thomson/West, 2004, 289.

⁴¹ *Id.* 287.

⁴² See R. Colinvaux, *Carver’s Carriage By Sea*, Stevens and Sons, London, 1982, 350-360, W. Tetley, *Marine Cargo Claims*, Y. Blais, Montreal, 1988, 1130, 1138, Hugh M. Kindred and Mary R. Brooks, *Multimodal Transport Rules*, Kluwer Law International, The Hague, 1996, 68.

⁴³ According to Article 3(1) of the Hague Rules, the carrier shall be bound before and at the beginning of the voyage to exercise due diligence to: (a) make the ship seaworthy, (b) properly man, equip and supply the ship and (c) make the holds, refrigerating and cool chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation.

⁴⁴ See *inter alia* The Riverstone Meat Company Pty v. Lancashire Shipping Company Limited (The Muncaster Castle) [1961] 1 Lloyd’s Rep. 57; [1961] AC 807, HL.

⁴⁵ See Sperling, *supra* note 8, 616.

⁴⁶ Sea carriage is widely governed by the Hague, Hague-Visby or Hamburg Rules. The Hague Rules were agreed on in Brussels in 1924 but have since been revised and replaced. In 1968, amendments were made by the Visby Rules and in 1978 a completely new regime was decided, known as the Hamburg Rules. Most of the major trading nations have moved to the Hague-Visby Rules. Articles 3(1) and 4(1) of the Hague Rules require the carrier to exercise “due diligence” to provide a seaworthy ship. See *inter alia* Kindred and Brooks, *supra* note 42, 68

⁴⁷ Pamborides, *supra* note 11, 173.

be readily available to them which will allow them to assess the competence of the seafarer in question, or the whole crew for that matter⁴⁸.

The STCW Convention also suggests a revisited reading of the Convention relating to the Limitation of Liability of Owners of Sea-Going Ships (Brussels 1957), subject to the Protocol of 1979 and the Convention on Limitation of Liability for Maritime Claims (London 1976), subject to the Protocol of 1996. Nearly all maritime States have ratified either the 1957 or 1976 Convention.

The Brussels Convention grants a vessel owner the right to limit liability unless the occurrence giving rise to claim resulted from the actual fault or privity of the owner⁴⁹. The burden of proof lies on the shipowner⁵⁰. The STCW Convention is likely to have an impact on the interpretation of actual fault and contributes to the breaking of the limitation of liability, under the pressure of prudence that the Convention requires from the shipping company notably with regard to the initial selection of a competent crew and the subsequent supervision of the frame of compliance, including for example resting periods⁵¹.

The London Convention provides “a substantial departure from this standard and greatly increases the prospects of limitation”⁵² by prescribing that a person shall not be entitled to limit his liability if it is proved that the loss resulted from his personal act or omission, committed with the intent to cause such loss, or recklessly and with knowledge that such loss would probably result⁵³. In the regime in question there is an assumption of lack of knowledge on the part of the shipowner unless the victim proves otherwise⁵⁴. This standard creates a very high threshold to successfully break limitation⁵⁵ and the impact of the STCW Convention remains uncertain.

The impact of the STCW Convention on litigation should also be assessed with reference to the impact of the ISM Code, which is generally deemed more drastic.

Due to the length of the STCW Convention as amended from 1978 up to the present stage, it will be necessary for practical reasons to confine this compilation to the 1995 version, which is the point of reference of the current regime. However, the attention of the reader should be focused on the amendments that this instrument has been subject to since 1995, which when taken together provide a complete picture of the issue.

⁴⁸ *Id.* Also see, Sperling, *supra* note 8, 617.

⁴⁹ Article 1(1) of the Brussels Convention 1957.

⁵⁰ See Gotthard Mark Gauci, *Limitation of Liability: Some Reflections on an Out-of-Date Privilege*, *Annuaire de Droit Maritime et Océanique*, Tome XXIII, 55 (2005).

⁵¹ See Pamborides, *supra* 11, 174.

⁵² See Katie Smith Matson, *Comparison of Shipowners' Limitation of Liability Schemes*, Lloyd's Maritime Training Programme, http://lanepoweel.com/pdf/pubs/matsonk_002.pdf, 6 (last visit 27 March 2007).

⁵³ Article 4 of the London Convention 1976.

⁵⁴ See P. Griggs and R. Williams, *Limitation of Liability for Maritime Claims*, 4th ed., LLP, 2005.

⁵⁵ See Matson, *supra* note 52, 7 and Christopher Hill, *Maritime Law*, 6th ed., LLP, 2003. Also see The Bowbelle [1990] 1 Lloyd's Rep 532.

2.2. Texts

2.2.1. International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978

THE PARTIES TO THIS CONVENTION,

DESIRING to promote safety of life and property at sea and the protection of the marine environment by establishing in common agreement international standards of training, certification and watchkeeping for seafarers,

CONSIDERING that this end may best be achieved by the conclusion of an International Convention on Standards of Training, Certification and Watchkeeping for Seafarers,

HAVE AGREED as follows:

Article I

General obligations under the Convention

(1) The Parties undertake to give effect to the provisions of the Convention and the annex thereto, which shall constitute an integral part of the Convention. Every reference to the Convention constitutes at the same time a reference to the annex.

(2) The Parties undertake to promulgate all laws, decrees, orders and regulations and to take all other steps which may be necessary to give the Convention full and complete effect, so as to ensure that, from the point of view of safety of life and property at sea and the protection of the marine environment, seafarers on board ships are qualified and fit for their duties.

Article II

Definitions

For the purpose of the Convention, unless expressly provided otherwise:

- (a) Party means a State for which the Convention has entered into force;
- (b) Administration means the Government of the Party whose flag the ship is entitled to fly;
- (c) Certificate means a valid document, by whatever name it may be known, issued by or under the authority of the Administration or recognized by the Administration authorizing the holder to serve as stated in this document or as authorized by national regulations;
- (d) Certificated means properly holding a certificate;
- (e) Organization means the Inter-Governmental Maritime Consultative Organization (IMCO);*
- (f) Secretary-General means the Secretary-General of the Organization;
- (g) Seagoing ship means a ship other than those which navigate exclusively in inland waters or in waters within, or closely adjacent to, sheltered waters or areas where port regulations apply;
- (h) Fishing vessel means a vessel used for catching fish, whales, seals, walrus or other living resources of the sea;
- (i) Radio Regulations means the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunication Convention which may be in force at any time.

* The name of the Organization was changed to "International Maritime Organization (IMO)" by virtue of amendments to the Organization's Convention which entered into force on 22 May 1982.

Article III **Application**

The Convention shall apply to seafarers serving on board seagoing ships entitled to fly the flag of a Party except to those serving on board:

- (a) warships, naval auxiliaries or other ships owned or operated by a State and engaged only on governmental non-commercial service; however, each Party shall ensure, by the adoption of appropriate measures not impairing the operations or operational capabilities of such ships owned or operated by it, that the persons serving on board such ships meet the requirements of the Convention so far as is reasonable and practicable;
- (b) fishing vessels;
- (c) pleasure yachts not engaged in trade; or
- (d) wooden ships of primitive build.

Article IV **Communication of information**

- (1) The Parties shall communicate as soon as practicable to the Secretary-General:
 - (a) the text of laws, decrees, orders, regulations and instruments promulgated on the various matters within the scope of the Convention;
 - (b) full details, where appropriate, of contents and duration of study courses, together with their national examination and other requirements for each certificate issued in compliance with the Convention;
 - (c) a sufficient number of specimen certificates issued in compliance with the Convention.
- (2) The Secretary-General shall notify all Parties of the receipt of any communication under paragraph (1)(a) and, *inter alia*, for the purposes of articles IX and X, shall, on request, provide them with any information communicated to him under paragraphs (1)(b) and (c).

Article V **Other treaties and interpretation**

(1) All prior treaties, conventions and arrangements relating to standards of training, certification and watchkeeping for seafarers in force between the Parties shall continue to have full and complete effect during the terms thereof as regards:

- (a) seafarers to whom this Convention does not apply;
- (b) seafarers to whom this Convention applies, in respect of matters for which it has not expressly provided.

(2) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the Convention, the Parties shall review their commitments under such treaties, conventions and arrangements with a view to ensuring that there is no conflict between these commitments and their obligations under the Convention.

(3) All matters which are not expressly provided for in the Convention remain subject to the legislation of Parties.

(4) Nothing in the Convention shall prejudice the codification and development of the law of the sea by the United Nations Conference on the Law of the Sea convened pursuant to resolution 2750 C(XXV) of the General Assembly of the United Nations, nor the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

Article VI **Certificates**

(1) Certificates for masters, officers or ratings shall be issued to those candidate who, to the satisfaction of the Administration, meet the requirements for service, age, medical

fitness, training, qualification and examinations in accordance with the appropriate provisions of the annex to the Convention.

(2) Certificates for masters and officers issued in compliance with this article shall be endorsed by the issuing Administration in the form as prescribed in regulation I/2 of the annex. If the language used is not English, the endorsement shall include a translation into that language.

Article VII **Transitional provisions**

(1) A certificate of competency or of service in a capacity for which the Convention requires a certificate and which before entry into force of the Convention for a Party is issued in accordance with the laws of that Party or the Radio Regulations shall be recognized as valid for service after entry into force of the Convention for that Party.

(2) After the entry into force of the Convention for a Party, its Administration may continue to issue certificates of competency in accordance with its previous practices for a period not exceeding five years. Such certificates shall be recognized as valid for the purpose of the Convention. During this transitional period such certificates shall be issued only to seafarers who had commenced their sea service before entry into force of the Convention for that Party within the specific ship department to which those certificates relate. The Administration shall ensure that all other candidates for certification shall be examined and certificated in accordance with the Convention.

(3) A Party may, within two years after entry into force of the Convention for that Party, issue a certificate of service to seafarers who hold neither an appropriate certificate under the Convention nor a certificate of competency issued under its laws before entry into force of the Convention for that Party but who have:

- (a) served in the capacity for which they seek a certificate of service for not less than three years at sea within the last seven years preceding entry into force of the Convention for that Party;
- (b) produced evidence that they have performed that service satisfactorily;
- (c) satisfied the Administration as to medical fitness, including eyesight and hearing, taking into account their age at the time of application.

For the purpose of the Convention, a certificate of service issued under this paragraph shall be regarded as the equivalent of a certificate issued under the Convention.

Article VIII **Dispensation**

(1) In circumstances of exceptional necessity, Administrations, if in their opinion this does not cause danger to persons, property or the environment, may issue a dispensation permitting a specified seafarer to serve in a specified ship for a specified period not exceeding six months in a capacity, other than that of the radio officer or radiotelephone operator, except as provided by the relevant Radio Regulations, for which he does not hold the appropriate certificate, provided that the person to whom the dispensation is issued shall be adequately qualified to fill the vacant post in a safe manner, to the satisfaction of the Administration. However, dispensations shall not be granted to a master or chief engineer officer except in circumstances of *force majeure* and then only for the shortest possible period.

(2) Any dispensation granted for a post shall be granted only to a person properly certificated to fill the post immediately below. Where certification of the post below is not required by the Convention, a dispensation may be issued to a person whose qualification and experience are, in the opinion of the Administration, of a clear equivalence to the requirements for the post to be filled, provided that, if such a person holds no appropriate certificate, he shall be required to pass a test accepted by the Administration as demonstrating

that such a dispensation may safely be issued. In addition, Administrations shall ensure that the post in question is filled by the holder of an appropriate certificate as soon as possible.

(3) Parties shall, as soon as possible after 1 January of each year, send a report to the Secretary-General giving information of the total number of dispensations in respect of each capacity for which a certificate is required that have been issued during the year to seagoing ships, together with information as to the numbers of those ships above and below 1,600 gross register tons respectively.

Article IX Equivalents

(1) The Convention shall not prevent an Administration from retaining or adopting other educational and training arrangements, including those involving seagoing service and shipboard organization especially adapted to technical developments and to special types of ships and trades, provided that the level of seagoing service, knowledge and efficiency as regards navigational and technical handling of ship and cargo ensures a degree of safety at sea and has a preventive effect as regards pollution at least equivalent to the requirements of the Convention.

(2) Details of such arrangements shall be reported as early as practicable to the Secretary-General who shall circulate such particulars to all Parties.

Article X Control

(1) Ships, except those excluded by article III, are subject, while in the ports of a Party, to control by officers duly authorized by that Party to verify that all seafarers serving on board who are required to be certificated by the Convention are so certificated or hold an appropriate dispensation. Such certificates shall be accepted unless there are clear grounds for believing that a certificate has been fraudulently obtained or that the holder of a certificate is not the person to whom that certificate was originally issued.

(2) In the event that any deficiencies are found under paragraph (1) or under the procedures specified in regulation I/4, "Control procedures", the officer carrying out the control shall forthwith inform, in writing, the master of the ship and the Consul or, in his absence, the nearest diplomatic representative or the maritime authority of the State whose flag the ship is entitled to fly, so that appropriate action may be taken. Such notification shall specify the details of the deficiencies found and the grounds on which the Party determines that these deficiencies pose a danger to persons, property or the environment.

(3) In exercising the control under paragraph (1), if, taking into account the size and type of the ship and the length and nature of the voyage, the deficiencies referred to in paragraph (3) of regulation I/4 are not corrected and it is determined that this fact poses a danger to persons, property or the environment, the Party carrying out the control shall take steps to ensure that the ship will not sail unless and until these requirements are met to the extent that the danger has been removed. The facts concerning the action taken shall be reported promptly to the Secretary-General.

(4) When exercising control under this article, all possible efforts shall be made to avoid a ship being unduly detained or delayed. If a ship is so detained or delayed it shall be entitled to compensation for any loss or damage resulting therefrom.

(5) This article shall be applied as may be necessary to ensure that no more favourable treatment is given to ships entitled to fly the flag of a non-Party than is given to ships entitled to fly the flag of a Party.

Article XI
Promotion of technical co-operation.

(1) Parties to the Convention shall promote, in consultation with, and with the assistance of, the Organization, support for those Parties which request technical assistance for:

- (a) training of administrative and technical personnel;
- (b) establishment of institutions for the training of seafarers;
- (c) supply of equipment and facilities for training institutions;
- (d) development of adequate training programmes, including practical training on seagoing ships; and
- (e) facilitation of other measures and arrangements to enhance the qualifications of seafarers;

preferably on a national, sub-regional or regional basis, to further the aims and purposes of the Convention, taking into account the special needs of developing countries in this regard.

(2) On its part, the Organization shall pursue the aforesaid efforts, as appropriate, in consultation or association with other international organizations, particularly the International Labour Organisation.

Article XII
Amendments

(1) The Convention may be amended by either of the following procedures:

- (a) amendments after consideration within the Organization:
 - (i) any amendment proposed by a Party shall be submitted to the Secretary-General, who shall then circulate it to all Members of the Organization, all Parties and the Director-General of the International Labour Office at least six months prior to its consideration;
 - (ii) any amendment so proposed and circulated shall be referred to the Maritime Safety Committee of the Organization for consideration;
 - (iii) Parties, whether or not Members of the Organization, shall be entitled to participate in the proceedings of the Maritime Safety Committee for consideration and adoption of amendments;
 - (iv) amendments shall be adopted by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee expanded as provided for in sub-paragraph (a)(iii) (hereinafter referred to as the "expanded Maritime Safety Committee") on condition that at least one third of the Parties shall be present at the time of voting;
 - (v) amendments so adopted shall be communicated by the Secretary-General to all Parties for acceptance;
 - (vi) an amendment to an article shall be deemed to have been accepted on the date on which it is accepted by two thirds of the Parties;
 - (vii) an amendment to the annex shall be deemed to have been accepted:
 - 1 at the end of two years from the date on which it is communicated to the Parties for acceptance; or
 - 2 at the end of a different period, which shall be not less than one year, if so determined at the time of its adoption by a two-thirds majority of the Parties present and voting in the expanded Maritime Safety Committee;

however, the amendments shall be deemed not to have been accepted if, within the specified period, either more than one third of Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more notify the Secretary-General that they object to the amendment;

- (viii) an amendment to an article shall enter into force with respect to those Parties which have accepted it six months after the date on which it is deemed to have been accepted, and with respect to each Party which accepts it after that date, six months after the date of that Party's acceptance;
- (ix) an amendment to the annex shall enter into force with respect to all Parties, except those which have objected to the amendment under sub-paragraph (a)(vii) and which have not withdrawn such objections, six months after the date on which it is deemed to have been accepted. Before the date determined for entry into force, any Party may give notice to the Secretary-General that it exempts itself from giving effect to that amendment for a period not longer than one year from the date of its entry into force, or for such longer period as may be determined by a two-thirds majority of the Parties present and voting in the expanded Maritime Safety Committee at the time of the adoption of the amendment; or
- (b) amendment by a conference:
 - (i) upon the request of a Party concurred in by at least one third of the Parties, the Organization shall convene, in association or consultation with the Director-General of the international Labour Office, a conference of Parties to consider amendments to the Convention;
 - (ii) every amendment adopted by such a conference by a two-thirds majority of the Parties present and voting shall be communicated by the Secretary-General to all Parties for acceptance;
 - (iii) unless the conference decides otherwise, the amendment shall be deemed to have been accepted and shall enter into force in accordance with the procedures specified in sub-paragraphs (a)(vi) and (a)(viii) or sub-paragraphs (a)(vii) and (a)(ix) respectively, provided that references in these sub-paragraphs to the expanded Maritime Safety Committee shall be taken to mean references to the conference.
- (2) Any declaration of acceptance of, or objection to, an amendment or any notice given under paragraph (1)(a)(ix) shall be submitted in writing to the Secretary-General, who shall inform all Parties of any such submission and the date of its receipt.
- (3) The Secretary-General shall inform all Parties of any amendments which enter into force, together with the date on which each such amendment enters into force.

Article XIII

Signature, ratification, acceptance, approval and accession

- (1) The Convention shall remain open for signature at the Headquarters of the Organization from 1 December 1978 until 30 November 1979 and shall thereafter remain open for accession. Any State may become a Party by:
 - (a) signature without reservation as to ratification, acceptance or approval; or
 - (b) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or
 - (c) accession.
- (2) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General.
- (3) The Secretary-General shall inform all States that have signed the Convention or acceded to it and the Director-General of the International Labour Office of any signature or of the deposit of any instrument of ratification, acceptance, approval or accession and the date of its deposit.

Article XIV

Entry into force

(1) The Convention shall enter into force 12 months after the date on which not less than 25 States, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more, have either signed it without reservation as to ratification, acceptance or approval or deposited the requisite instruments of ratification, acceptance, approval or accession in accordance with article XIII.

(2) The Secretary-General shall inform all States that have signed the Convention or acceded to it of the date on which it enters into force.

(3) Any instrument of ratification, acceptance, approval or accession deposited during the 12 months referred to in paragraph (1) shall take effect on the coming into force of the Convention or three months after the deposit of such instrument, whichever is the later date.

(4) Any instrument of ratification, acceptance, approval or accession deposited after the date on which the Convention enters into force shall take effect three months after the date of deposit.

(5) After the date on which an amendment is deemed to have been accepted under article XII, any instrument of ratification, acceptance, approval or accession deposited shall apply to the Convention as amended.

Article XV

Denunciation

(1) The Convention may be denounced by any Party at any time after five years from the date on which the Convention entered into force for that Party.

(2) Denunciation shall be effected by notification in writing to the Secretary-General who shall inform all other Parties and the Director-General of the International Labour Office of any such notification received and of the date of its receipt as well as the date on which such denunciation takes effect.

(3) A denunciation shall take effect 12 months after receipt of the notification of denunciation by the Secretary-General or after any longer period which may be indicated in the notification.

Article XVI

Deposit and registration

(1) The Convention shall be deposited with the Secretary-General who shall transmit certified true copies thereof to all States that have signed the Convention or acceded to it.

(2) As soon as the Convention enters into force, the Secretary-General shall transmit the text, to the Secretary-General of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

Article XVII

Languages

The Convention is established in a single copy in the Chinese, English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic and German languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective Governments for that purpose, have signed the Convention.*

DONE AT LONDON this seventh day of July, one thousand nine hundred and seventy-eight.

* Signatures omitted.

2.2.2. Attachment 1 to the Final Act of the Conference

Resolution 1

Adoption of amendments to the annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978

THE CONFERENCE,

RECALLING article XII(l)(b) of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (hereinafter referred to as "the Convention"), concerning the procedure for amending the Convention by a Conference of Parties,

HAVING CONSIDERED amendments to the annex to the Convention proposed and circulated to the Members of the Organization and to all Parties to the Convention, to replace the existing text of the annex to the Convention.

1. ADOPTS, in accordance with article XII(l)(b)(ii) of the Convention, amendments to the annex to the Convention, the text of which is set out in the annex to the present resolution;

2. DETERMINES, in accordance with article XII(l)(a)(vii) 2 of the Convention, that the amendments annexed hereto shall be deemed to have been accepted on 1 August 1966, unless, prior to that date, more than one third of Parties to the Convention or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tons or more, have notified the Secretary-General that they object to the amendments;

3. INVITES Parties to note that, in accordance with article XII(l)(a)(ix) of the Convention, the amendments annexed hereto shall enter into force on 1 February 1997 upon being deemed to have been accepted in accordance with paragraph 2 above.

2.2.3. Annex

Amendments to the annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978

CHAPTER I General provisions

Regulation I/1

Definitions and clarifications

- 1 For the purpose of the Convention, unless expressly provided otherwise:
 - .1 *Regulations* means regulations contained in the annex to the Convention;
 - .2 *Approved* means approved by the Party in accordance with these regulations;
 - .3 *Master* means the person having command of a ship;
 - .4 *Officer* means a member of the crew, other than the master, designated as such by national law or regulations or, in the absence of such designation, by collective agreement or custom;
 - .5 *Deck officer* means an officer qualified in accordance with the provisions of chapter II of the Convention;
 - .6 *Chief mate* means the officer next in rank to the master and upon whom the command of the ship will fall in the event of the incapacity of the master;
 - .7 *Engineer officer* means an officer qualified in accordance with the provisions of chapter III of the Convention;
 - .8 *Chief engineer officer* means the senior engineer officer responsible for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship;

- .9 *Second engineer officer* means the engineer officer next in rank to the chief engineer officer and upon whom the responsibility for the mechanical propulsion and the operation and maintenance of the mechanical and electrical installations of the ship will fall in the event of the incapacity of the chief engineer officer;
 - .10 *Assistant engineer officer* means a person under training to become an engineer officer and designated as such by national law or regulations;
 - .11 *Radio operator* means a person holding an appropriate certificate issued or recognized by the Administration under the provisions of the Radio Regulations;
 - .12 *Rating* means a member of the ship's crew other than the master or an officer;
 - .13 *Near-coastal voyages* means voyages in the vicinity of a Party as defined by that Party;
 - .14 *Propulsion power* means the total maximum continuous rated output power in kilowatts of all the ship's main propulsion machinery which appears on the ship's certificate of registry or other official document;
 - .15 *Radio duties* include, as appropriate, watchkeeping and technical maintenance and repairs conducted in accordance with the Radio Regulations, the International Convention for the Safety of Life at Sea and, at the discretion of each Administration, the relevant recommendations of the Organization;
 - .16 *Oil tanker* means a ship constructed and used for the carriage of petroleum and petroleum products in bulk;
 - .17 *Chemical tanker* means a ship constructed or adapted and used for the carriage in bulk of any liquid product listed in chapter 17 of the International Bulk Chemical Code;
 - .18 *Liquefied gas tanker* means a ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in chapter 19 of the International Gas Carrier Code;
 - .19 *Ro-ro passenger ship* means a passenger ship with ro-ro cargo spaces or special category spaces as defined in the International Convention for the Safety of Life at Sea, 1974, as amended;
 - .20 *Month* means a calendar month or 30 days made up of periods of less than one month;
 - .21 *STCW Code* means the Seafarers' Training, Certification and Watch-keeping (STCW) Code as adopted by the 1995 Conference resolution 2, as it may be amended;
 - .22 *Function* means a group of tasks, duties and responsibilities, as specified in the STCW Code, necessary for ship operation, safety of life at sea or protection of the marine environment;
 - .23 *Company* means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the company by these regulations;
 - .24 *Appropriate certificate* means a certificate issued and endorsed in accordance with the provisions of this annex and entitling the lawful holder thereof to serve in the capacity and perform the functions involved at the level of responsibility specified therein on a ship of the type, tonnage, power and means of propulsion concerned while engaged on the particular voyage concerned;
 - .25 *Seagoing service* means service on board a ship relevant to the issue of a certificate or other qualification.
- 2 These regulations are supplemented by the mandatory provisions contained in part A of the STCW Code and:

- .1 any reference to a requirement in a regulation also constitutes a reference to the corresponding section of part A of the STCW Code;
 - .2 in applying these regulations, the related guidance and explanatory material contained in part B of the STCW Code should be taken into account to the greatest degree possible in order to achieve a more uniform implementation of the Convention provisions on a global basis;
 - .3 amendments to part A of the STCW Code shall be adopted, brought into force and take effect in accordance with the provisions of article XII of the Convention concerning the amendment procedure applicable to the annex; and
 - .4 part B of the STCW Code shall be amended by the Maritime Safety Committee in accordance with its rules of procedure.
- 3 The references made in article VI of the Convention to "the Administration" and "the issuing Administration" shall not be construed as preventing any Party from issuing and endorsing certificates under the provisions of these regulations.

Regulation I/2

Certificates and endorsements

- 1 Certificates shall be in the official language or languages of the issuing country. If the language used is not English, the text shall include a translation into that language.
- 2 In respect of radio operators, Parties may:
 - .1 include the additional knowledge required by the relevant regulations in the examination for the issue of a certificate complying with the Radio Regulations; or
 - .2 issue a separate certificate indicating that the holder has the additional knowledge required by the relevant regulations.
- 3 The endorsement required by article VI of the Convention to attest the issue of a certificate shall only be issued if all the requirements of the Convention have been complied with.
- 4 At the discretion of a Party, endorsements may be incorporated in the format of the certificates being issued as provided for in section A-I/2 of the STCW Code. If so incorporated, the form used shall be that set forth in section A-I/2, paragraph 1. If issued otherwise, the form of endorsements used shall be that set forth in paragraph 2 of that section.
- 5 An Administration which recognizes a certificate under regulation I/10 shall endorse such certificate to attest its recognition. The endorsement shall only be issued if all requirements of the Convention have been complied with. The form of the endorsement used shall be that set forth in paragraph 3 of section A-I/2 of the STCW Code.
- 6 The endorsements referred to in paragraphs 3, 4 and 5:
 - .1 may be issued as separate documents;
 - .2 shall each be assigned a unique number, except that endorsements attesting the issue of a certificate may be assigned the same number as the certificate concerned, provided that number is unique; and
 - .3 shall expire as soon as the certificate endorsed expires or is withdrawn, suspended or cancelled by the Party which issued it and, in any case, not more than five years after their date of issue.
- 7 The capacity in which the holder of a certificate is authorized to serve shall be identified in the form of endorsement in terms identical to those used in the applicable safe manning requirements of the Administration.
- 8 Administrations may use a format different from the format given in section A-I/2 of the STCW Code, provided that, as a minimum, the required information is provided in Roman characters and Arabic figures, taking into account the variations permitted under section A-I/2.

- 9 Subject to the provisions of regulation I/10, paragraph 5, any certificate required by the Convention must be kept available in its original form on board the ship on which the holder is serving.

Regulation I/3

Principles governing near-coastal voyages

- 1 Any Party defining near-coastal voyages for the purpose of the Convention shall not impose training, experience or certification requirements on the seafarers serving on board the ships entitled to fly the flag of another Party and engaged on such voyages in a manner resulting in more stringent requirements for such seafarers than for seafarers serving on board ships entitled to fly its own flag. In no case shall any such Party impose requirements in respect of seafarers serving on board ships entitled to fly the flag of another Party in excess of those of the Convention in respect of ships not engaged on near-coastal voyages.
- 2 With respect to ships entitled to fly the flag of a Party regularly engaged on near-coastal voyages off the coast of another Party, the Party whose flag the ship is entitled to fly shall prescribe training, experience and certification requirements for seafarers serving on such ships at least equal to those of the Party off whose coast the ship is engaged, provided that they do not exceed the requirements of the Convention in respect of ships not engaged on near-coastal voyages. Seafarers serving on a ship which extends its voyage beyond what is defined as a near-coastal voyage by a Party and enters waters not covered by that definition shall fulfil the appropriate competency requirements of the Convention.
- 3 A Party may afford a ship which is entitled to fly its flag the benefits of the near-coastal voyage provisions of the Convention when it is regularly engaged off the coast of a non-Party on near-coastal voyages as defined by the Party.
- 4 Parties defining near-coastal voyages, in accordance with the requirements of this regulation, shall communicate to the Secretary-General, in conformity with the requirements of regulation I/7, the details of the provisions adopted.
- 5 Nothing in this regulation shall, in any way, limit the jurisdiction of any State, whether or not a Party to the Convention.

Regulation I/4

Control procedures

- 1 Control exercised by a duly authorized control officer under article X shall be limited to the following:
 - .1 verification in accordance with article X(1) that all seafarers serving on board who are required to be certificated in accordance with the Convention hold an appropriate certificate or a valid dispensation, or provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5;
 - .2 verification that the numbers and certificates of the seafarers serving on board are in conformity with the applicable safe manning requirements of the Administration; and
 - .3 assessment, in accordance with section A-I/4 of the STCW Code, of the ability of the seafarers of the ship to maintain watchkeeping standards as required by the Convention if there are clear grounds for believing that such standards are not being maintained because any of the following have occurred:
 - .3.1 the ship has been involved in a collision, grounding or stranding, or
 - .3.2 there has been a discharge of substances from the ship when under way, at anchor or at berth which is illegal under any international convention, or

- .3.3 the ship has been manoeuvred in an erratic or unsafe manner whereby routing measures adopted by the Organization or safe navigation practices and procedures have not been followed, or
 - .3.4 the ship is otherwise being operated in such a manner as to pose a danger to persons, property or the environment.
- 2 Deficiencies which may be deemed to pose a danger to persons, property or the environment include the following:
- .1 failure of seafarers to hold a certificate, to have an appropriate certificate, to have a valid dispensation or to provide documentary proof that an application for an endorsement has been submitted to the Administration in accordance with regulation I/10, paragraph 5;
 - .2 failure to comply with the applicable safe manning requirements of the Administration;
 - .3 failure of navigational or engineering watch arrangements to conform to the requirements specified for the ship by the Administration;
 - .4 absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radiocommunications or the prevention of marine pollution; and
 - .5 inability to provide for the first watch at the commencement of a voyage and for subsequent relieving watches persons who are sufficiently rested and otherwise fit for duty.
- 3 Failure to correct any of the deficiencies referred to in paragraph 2, in so far as it has been determined by the Party carrying out the control that they pose a danger to persons, property or the environment, shall be the only grounds under article X on which a Party may detain a ship.

Regulation I/5

National provisions

- 1 Each Party shall establish processes and procedures for the impartial investigation of any reported incompetency, act or omission, that may pose a direct threat to safety of life or property at sea or to the marine environment, by the holders of certificates or endorsements issued by that Party in connection with their performance of duties related to their certificates and for the withdrawal, suspension and cancellation of such certificates for such cause and for the prevention of fraud.
- 2 Each Party shall prescribe penalties or disciplinary measures for cases in which the provisions of its national legislation giving effect to the Convention are not complied with in respect of ships entitled to fly its flag or of seafarers duly certificated by that Party.
- 3 In particular, such penalties or disciplinary measures shall be prescribed and enforced in cases in which:
 - .1 a company or a master has engaged a person not holding a certificate as required by the Convention;
 - .2 a master has allowed any function or service in any capacity required by these regulations to be performed by a person holding an appropriate certificate, to be performed by a person not holding the required certificate, a valid dispensation or having the documentary proof required by regulation I/10, paragraph 5; or
 - .3 a person has obtained by fraud or forged documents an engagement to perform any function or serve in any capacity required by these regulations to be performed or filled by a person holding a certificate or dispensation.
- 4 A Party, within whose jurisdiction there is located any company which, or any person who, is believed on clear grounds to have been responsible for, or to have knowledge of, any apparent non-compliance with the Convention specified in paragraph 3, shall extend all co-operation possible to any Party which advises it of its intention to initiate proceedings under its jurisdiction.

Regulation I/6

Training and assessment

Each Party shall ensure that:

- .1 the training and assessment of seafarers, as required under the Convention, are administered, supervised and monitored in accordance with the provisions of section A-I/6 of the STCW Code; and
- .2 those responsible for the training and assessment of competence of seafarers, as required under the Convention, are appropriately qualified in accordance with the provisions of section A-I/6 of the STCW Code for the type and level of training or assessment involved.

Regulation I/7

Communication of information

- 1 In addition to the information required to be communicated by article IV, each Party shall provide to the Secretary-General within the time periods prescribed and in the format specified in section A-I/7 of the STCW Code, such other information as may be required by the Code on other steps taken by the Party to give the Convention full and complete effect.
- 2 When complete information as prescribed in article IV and section A-I/7 of the STCW Code has been received and such information confirms that full and complete effect is given to the provisions of the Convention, the Secretary-General shall submit a report to this effect to the Maritime Safety Committee.
- 3 Following subsequent confirmation by the Maritime Safety Committee, in accordance with procedures adopted by the Committee, that the information which has been provided demonstrates that full and complete effect is given to the provisions of the Convention:
 - .1 the Maritime Safety Committee shall identify the Parties so concerned; and
 - .2 other Parties shall be entitled, subject to the provisions of regulations I/4 and I/10, to accept, in principle, that certificates issued by or on behalf of the Parties identified in paragraph 3.1 are in compliance with the Convention.

Regulation I/8

Quality standards

- 1 Each Party shall ensure that:
 - .1 in accordance with the provisions of section A-I/8 of the STCW Code, all training, assessment of competence, certification, endorsement and revalidation activities carried out by non-governmental agencies or entities under its authority are continuously monitored through a quality standards system to ensure achievement of defined objectives, including those concerning the qualifications and experience of instructors and assessors; and
 - .2 where governmental agencies or entities perform such activities, there shall be a quality standards system.
- 2 Each Party shall also ensure that an evaluation is periodically undertaken in accordance with the provisions of section A-I/8 of the STCW Code by qualified persons who are not themselves involved in the activities concerned.
- 3 Information relating to the evaluation required by paragraph 2 shall be communicated to the Secretary-General.

Regulation I/9

Medical standards - Issue and registration of certificates

- 1 Each Party shall establish standards of medical fitness for seafarers, particularly regarding eyesight and hearing.
- 2 Each Party shall ensure that certificates are issued only to candidates who comply with the requirements of this regulation.

- 3 Candidates for certification shall provide satisfactory proof:
 - .1 of their identity;
 - .2 that their age is not less than that prescribed in the regulation relevant to the certificate applied for;
 - .3 that they meet the standards of medical fitness, particularly regarding eyesight and hearing, established by the Party, and hold a valid document attesting to their medical fitness, issued by a duly qualified medical practitioner recognized by the Party;
 - .4 of having completed the seagoing service and any related compulsory training required by these regulations for the certificate applied for; and
 - .5 that they meet the standards of competence prescribed by these regulations for the capacities, functions and levels that are to be identified in the endorsement to the certificate.
4. Each Party undertakes to:
 - .1 maintain a register or registers of all certificates and endorsements for masters and officers and, as appropriate, ratings, which are issued, have expired or have been re-validated, suspended, cancelled or reported lost or destroyed and of dispensations issued; and
 - .2 make available information on the status of such certificates, endorsements and dispensations to other Parties and companies which request verification of the authenticity and validity of certificates produced to them by seafarers seeking recognition of their certificates under regulation I/10 or employment on board ship.

Regulation I/10

Recognition of certificates

- 1 Each Administration shall ensure that the provisions of this regulation are complied with, in order to recognize, by endorsement in accordance with regulation I/2, paragraph 5, a certificate issued by or under the authority of another Party to a master, officer or radio operator and that:
 - .1 the Administration has confirmed, through all necessary measures, which may include inspection of facilities and procedures, that the requirements concerning standards of competence, the issue and endorsement of certificates and record keeping are fully complied with; and
 - .2 an undertaking is agreed with the Party concerned that prompt notification will be given of any significant change in the arrangements for training and certification provided in compliance with the Convention.
- 2 Measures shall be established to ensure that seafarers who present, for recognition, certificates issued under the provisions of regulations II/2, III/2 or III/3, or issued under VII/1 at the management level, as defined in the STCW Code, have an appropriate knowledge of the maritime legislation of the Administration relevant to the functions they are permitted to perform.
- 3 Information provided and measures agreed upon under this regulation shall be communicated to the Secretary-General in conformity with the requirements of regulation I/7.
- 4 Certificates issued by or under the authority of a non-Party shall not be recognized.
- 5 Notwithstanding the requirement of regulation I/2, paragraph 5, an Administration may, if circumstances require, allow a seafarer to serve in a capacity, other than radio officer or radio operator, except as provided by the Radio Regulations, for a period not exceeding three months on board a ship entitled to fly its flag, while holding an appropriate and valid certificate issued and endorsed as required by another Party for use on board that Party's ships but which has not yet been endorsed so as to render it appropriate for service on board ships entitled to fly the flag of the Administration. Documentary proof shall be readily available that application for an endorsement has been submitted to the Administration.

- 6 Certificates and endorsements issued by an Administration under the provisions of this regulation in recognition of, or attesting the recognition of, a certificate issued by another Party, shall not be used as the basis for further recognition by another Administration.

Regulation I/11

Revalidation of certificates

- 1 Every master, officer and radio operator holding a certificate issued or recognized under any chapter of the Convention other than chapter VI, who is serving at sea or intends to return to sea after a period ashore, shall, in order to continue to qualify for seagoing service, be required at intervals not exceeding five years to:
 - .1 meet the standards of medical fitness prescribed by regulation I/9; and
 - .2 establish continued professional competence in accordance with section A-I/11 of the STCW Code.
- 2 Every master, officer and radio operator shall, for continuing seagoing service on board ships for which special training requirements have been internationally agreed upon, successfully complete approved relevant training.
- 3 Each Party shall compare the standards of competence which it required of candidates for certificates issued before 1 February 2002 with those specified for the appropriate certificate in part A of the STCW Code, and shall determine the need for requiring the holders of such certificates to undergo appropriate refresher and updating training or assessment.
- 4 The Party shall, in consultation with those concerned, formulate or promote the formulation of a structure of refresher and updating courses as provided for in section A-I/11 of the STCW Code.
- 5 For the purpose of updating the knowledge of masters, officers and radio operators, each Administration shall ensure that the texts of recent changes in national and international regulations concerning the safety of life at sea and the protection of the marine environment are made available to ships entitled to fly its flag.

Regulation I/12

Use of simulators

- 1 The performance standards and other provisions set forth in section A-I/12 and such other requirements as are prescribed in part A of the STCW Code for any certificate concerned shall be complied with in respect of:
 - .1 all mandatory simulator-based training;
 - .2 any assessment of competency required by part A of the STCW Code which is carried out by means of a simulator; and
 - .3 any demonstration, by means of a simulator, of continued proficiency required by part A of the STCW Code.
- 2 Simulators installed or brought into use prior to 1 February 2002 may be exempted from full compliance with the performance standards referred to in paragraph 1, at the discretion of the Party concerned.

Regulation I/13

Conduct of trials

- 1 These regulations shall not prevent an Administration from authorizing ships entitled to fly its flag to participate in trials.
- 2 For the purposes of this regulation, the term trial means an experiment or series of experiments, conducted over a limited period, which may involve the use of automated or integrated systems in order to evaluate alternative methods of performing specific duties or satisfying particular arrangements prescribed by the Convention, which would provide at least the same degree of safety and pollution prevention as provided by these regulations.

- 3 The Administration authorizing ships to participate in trials shall be satisfied that such trials are conducted in a manner that provides at least the same degree of safety and pollution prevention as provided by these regulations. Such trials shall be conducted in accordance with guidelines adopted by the Organization.*
- 4 Details of such trials shall be reported to the Organization as early as practicable but not less than six months before the date on which the trials are scheduled to commence. The Organization shall circulate such particulars to all Parties.
- 5 The results of trials authorized under paragraph 1, and any recommendations the Administration may have regarding those results, shall be reported to the Organization, which shall circulate such results and recommendations to all Parties.
- 6 Any Party having any objection to particular trials authorized in accordance with this regulation should communicate such objection to the Organization as early as practicable. The Organization shall circulate details of the objection to all Parties.
- 7 An Administration which has authorized a trial shall respect objections received from other Parties relating to such trial by directing ships entitled to fly its flag not to engage in a trial while navigating in the waters of a coastal State which has communicated its objection to the Organization.
- 8 An Administration which concludes, on the basis of a trial, that a particular system will provide at least the same degree of safety and pollution prevention as provided by these regulations may authorize ships entitled to fly its flag to continue to operate with such a system indefinitely, subject to the following requirements:
 - .1 the Administration shall, after results of the trial have been submitted in accordance with paragraph 5, provide details of any such authorization, including identification of the specific ships which may be subject to the authorization, to the Organization, which will circulate this information to all Parties;
 - .2 any operations authorized under this paragraph shall be conducted in accordance with any guidelines developed by the Organization, to the same extent as they apply during a trial;
 - .3 such operations shall respect any objections received from other Parties in accordance with paragraph 7, to the extent such objections have not been withdrawn; and
 - .4 an operation authorized under this paragraph shall only be permitted pending a determination by the Maritime Safety Committee as to whether an amendment to the Convention would be appropriate, and, if so, whether the operation should be suspended or permitted to continue before the amendment enters into force.
- 9 At the request of any Party, the Maritime Safety Committee shall establish a date for the consideration of the trial results and for the appropriate determinations.

Regulation I/14

Responsibilities of companies

- 1 Each Administration shall, in accordance with the provisions of section A-I/14, hold companies responsible for the assignment of seafarers for service in their ships in accordance with the provisions of the present Convention, and shall require every such company to ensure that:
 - .1 each seafarer assigned to any of its ships holds an appropriate certificate in accordance with the provisions of the Convention and as established by the Administration;
 - .2 its ships are manned in compliance with the applicable safe manning requirements of the Administration;

* Refer to the Provisional Guidelines on the conduct of trials in which the officer of the navigational watch acts as the sole look-out in periods of darkness (MSC/Circ. 566).

- .3 documentation and data relevant to all seafarers employed on its ships are maintained and readily accessible, and include, without being limited to, documentation and data on their experience, training, medical fitness and competency in assigned duties;
- .4 seafarers, on being assigned to any of its ships, are familiarized with their specific duties and with all ship arrangements, installations, equipment, procedures and ship characteristics that are relevant to their routine or emergency duties; and
- .5 the ship's complement can effectively co-ordinate their activities in an emergency situation and in performing functions vital to safety or to the prevention or mitigation of pollution.

Regulation I/15

Transitional provisions

- 1 Until 1 February 2002, a Party may continue to issue, recognize and endorse certificates in accordance with the provisions of the Convention which applied immediately prior to 1 February 1997 in respect of those seafarers who commenced approved seagoing service, an approved education and training programme or an approved training course before 1 August 1998.
- 2 Until 1 February 2002, a Party may continue to renew and revalidate certificates and endorsements in accordance with the provisions of the Convention which applied immediately prior to 1 February 1997.
- 3 Where a Party, pursuant to regulation I/11, reissues or extends the validity of certificates originally issued by that Party under the provisions of the Convention which applied immediately prior to 1 February 1997, the Party may, at its discretion, replace tonnage limitations appearing on the original certificates as follows:
 - .1 "200 gross registered tons" may be replaced by "500 gross tonnage"; and
 - .2 "1,600 gross registered tons" may be replaced by "3,000 gross tonnage".

CHAPTER II

Master and deck department

Regulation II/1

Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more

- 1 Every officer in charge of a navigational watch serving on a seagoing ship of 500 gross tonnage or more shall hold an appropriate certificate.
- 2 Every candidate for certification shall:
 - .1 be not less than 18 years of age;
 - .2 have approved seagoing service of not less than one year as part of an approved training programme which includes on-board training which meets the requirements of section A-II/1 of the STCW Code and is documented in an approved training record book, or otherwise have approved seagoing service of not less than three years;
 - .3 have performed, during the required seagoing service, bridge watch-keeping duties under the supervision of the master or a qualified officer for a period of not less than six months;
 - .4 meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; and
 - .5 have completed approved education and training and meet the standard of competence specified in section A-II/1 of the STCW Code.

Regulation II/2

Mandatory minimum requirements for certification of masters and chief mates on ships of 500 gross tonnage or more

Master and chief mate on ships of 3,000 gross tonnage or more

- 1 Every master and chief mate on a seagoing ship of 3,000 gross tonnage or more shall hold an appropriate certificate.
- 2 Every candidate for certification shall:
 - .1 meet the requirements for certification as an officer in charge of a navigational watch on ships of 500 gross tonnage or more and have approved seagoing service in that capacity:
 - .1.1 for certification as chief mate, not less than 12 months, and
 - .1.2 for certification as master, not less than 36 months; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate; and
 - .2 have completed approved education and training and meet the standard of competence specified in section A-II/2 of the STCW Code for masters and chief mates on ships of 3,000 gross tonnage or more.

Master and chief mate on ships of between 500 and 3,000 gross tonnage

- 3 Every master and chief mate on a seagoing ship of between 500 and 3,000 gross tonnage shall hold an appropriate certificate.
- 4 Every candidate for certification shall:
 - .1 for certification as chief mate, meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more;
 - .2 for certification as master, meet the requirements of an officer in charge of a navigational watch on ships of 500 gross tonnage or more and have approved seagoing service of not less than 36 months in that capacity; however, this period may be reduced to not less than 24 months if not less than 12 months of such seagoing service has been served as chief mate; and
 - .3 have completed approved training and meet the standard of competence specified in section A-II/2 of the STCW Code for masters and chief mates on ships of between 500 and 3,000 gross tonnage.

Regulation II/3

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage

Ships not engaged on near-coastal voyages

- 1 Every officer in charge of a navigational watch serving on a seagoing ship of less than 500 gross tonnage not engaged on near-coastal voyages shall hold an appropriate certificate for ships of 500 gross tonnage or more.
- 2 Every master serving on a seagoing ship of less than 500 gross tonnage not engaged on near-coastal voyages shall hold an appropriate certificate for service as master on ships of between 500 and 3,000 gross tonnage.

Ships engaged on near-coastal voyages

Officer in charge of a navigational watch

- 3 Every officer in charge of a navigational watch on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall hold an appropriate certificate.
- 4 Every candidate for certification as officer in charge of a navigational watch on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall:
 - .1 be not less than 18 years of age;
 - .2 have completed:
 - .2.1 special training, including an adequate period of appropriate seagoing service as required by the Administration, or

- .2.2 approved seagoing service in the deck department of not less than three years;
- .3 meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; and
- .4 have completed approved education and training and meet the standard of competence specified in section A-II/3 of the STCW Code for officers in charge of a navigational watch on ships of less than 500 gross tonnage engaged on near-coastal voyages.

Master

- 5 Every master serving on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall hold an appropriate certificate.
- 6 Every candidate for certification as master on a seagoing ship of less than 500 gross tonnage engaged on near-coastal voyages shall:
 - .1 be not less than 20 years of age;
 - .2 have approved seagoing service of not less than 12 months as officer in charge of a navigational watch; and
 - .3 have completed approved education and training and meet the standard of competence specified in section A-II/3 of the STCW Code for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages.

Exemptions

- 7 The Administration, if it considers that a ship's size and the conditions of its voyage are such as to render the application of the full requirements of this regulation and section A-II/3 of the STCW Code unreasonable or impracticable, may to that extent exempt the master and the officer in charge of a navigational watch on such a ship or class of ships from some of the requirements, bearing in mind the safety of all ships which may be operating in the same waters.

Regulation II/4

Mandatory minimum requirements for certification of ratings forming part of a navigational watch*

- 1 Every rating forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more, other than ratings under training and ratings whose duties while on watch are of an unskilled nature, shall be duly certificated to perform such duties.
- 2 Every candidate for certification shall:
 - .1 be not less than 16 years of age;
 - .2 have completed:
 - .2.1 approved seagoing service including not less than six months training and experience, or
 - .2.2 special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months; and
 - .3 meet the standard of competence specified in section A-II/4 of the STCW Code.
- 3 The seagoing service, training and experience required by sub-paragraphs 2.2.1 and 2.2.2 shall be associated with navigational watchkeeping functions and involve the performance of duties carried out under the direct supervision of the master, the officer in charge of the navigational watch or a qualified rating.
- 4 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the deck department for a period of not less than one year within the last five years preceding the entry into force of the Convention for that Party.

* These requirements are not those for certification of Able Seamen as contained in the ILO Certification of Able Seamen Convention, 1946, or any subsequent convention.

CHAPTER III

Engine department

Regulation III/1

Mandatory minimum requirements for certification of officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room

- 1 Every officer in charge of an engineering watch in a manned engine-room or designated duty engineer officer in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall hold an appropriate certificate.
- 2 Every candidate for certification shall:
 - .1 be not less than 18 years of age;
 - .2 have completed not less than six months seagoing service in the engine department in accordance with section A-III/1 of the STCW Code; and
 - .3 have completed approved education and training of at least 30 months which includes on-board training documented in an approved training record book and meet the standards of competence specified in section A-III/1 of the STCW Code.

Regulation III/2

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

- 1 Every chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of 3,000 kW propulsion power or more shall hold an appropriate certificate.
- 2 Every candidate for certification shall:
 - .1 meet the requirements for certification as an officer in charge of an engineering watch and:
 - .1.1 for certification as second engineer officer, shall have not less than 12 months' approved seagoing service as assistant engineer officer or engineer officer, and
 - .1.2 for certification as chief engineer officer, shall have not less than 36 months' approved seagoing service of which not less than 12 months shall have been served as an engineer officer in a position of responsibility while qualified to serve as second engineer officer; and
 - .2 have completed approved education and training and meet the standard of competence specified in section A-III/2 of the STCW Code.

Regulation III/3

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power

- 1 Every chief engineer officer and second engineer officer on a seagoing ship powered by main propulsion machinery of between 750 and 3,000 kW propulsion power shall hold an appropriate certificate.
- 2 Every candidate for certification shall:
 - .1 meet the requirements for certification as an officer in charge of an engineering watch and:
 - .1.1 for certification as second engineer officer, shall have not less than 12 months' approved seagoing service as assistant engineer officer or engineer officer, and

- .1.2 for certification as chief engineer officer, shall have not less than 24 months' approved seagoing service of which not less than 12 months shall be served while qualified to serve as second engineer officer; and
- .2 have completed approved education and training and meet the standard of competence specified in section A-III/3 of the STCW Code.
- 3 Every engineer officer who is qualified to serve as second engineer officer on ships powered by main propulsion machinery of 3,000 kW propulsion power or more, may serve as chief engineer officer on ships powered by main propulsion machinery of less than 3,000 kW propulsion power, provided that not less than 12 months' approved seagoing service shall have been served as an engineer officer in a position of responsibility and the certificate is so endorsed.

Regulation III/4

Mandatory minimum requirements for certification of ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

- 1 Every rating forming part of an engine-room watch or designated to perform duties in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more, other than ratings under training and ratings whose duties are of an unskilled nature, shall be duly certificated to perform such duties.
- 2 Every candidate for certification shall:
 - .1 be not less than 16 years of age;
 - .2 have completed:
 - .2.1 approved seagoing service including not less than six months training and experience, or
 - .2.2 special training, either pre-sea or on board ship, including an approved period of seagoing service which shall not be less than two months; and
 - .3 meet the standard of competence specified in section A-III/4 of the STCW Code.
- 3 The seagoing service, training and experience required by sub-paragraphs 2.2.1 and 2.2.2 shall be associated with engine-room watchkeeping functions and involve the performance of duties carried out under the direct supervision of a qualified engineer officer or a qualified rating.
- 4 Seafarers may be considered by the Party to have met the requirements of this regulation if they have served in a relevant capacity in the engine department for a period of not less than one year within the last five years preceding the entry into force of the Convention for that Party.

CHAPTER IV

Radiocommunication and radio personnel

Explanatory note

Mandatory provisions relating to radio watchkeeping are set forth in the Radio Regulations and in the International Convention for the Safety of Life at Sea, 1974, as amended. Provisions for radio maintenance are set forth in the International Convention for the Safety of Life at Sea, 1974, as amended, and the guidelines adopted by the Organization.*

Regulation IV/1

Application

- 1 Except as provided in paragraph 3, the provisions of this chapter apply to radio personnel on ships operating in the global maritime distress and safety system (GMDSS) as

* Refer to the Radio Maintenance Guidelines for the Global Maritime Distress and Safety System (GMDSS) Related to Sea Areas A3 and A4 adopted by the Organization by resolution A.702(17).

prescribed by the International Convention for the Safety of Life at Sea, 1974, as amended.

- 2 Until 1 February 1999, radio personnel on ships complying with the provisions of the International Convention for the Safety of Life at Sea, 1974, in force immediately prior to 1 February 1992 shall comply with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, in force prior to 1 December 1992.
- 3 Radio personnel on ships not required to comply with the provisions of the GMDSS in chapter IV of the SOLAS Convention are not required to meet the provisions of this chapter. Radio personnel on these ships are, nevertheless, required to comply with the Radio Regulations. The Administration shall ensure that the appropriate certificates as prescribed by the Radio Regulations are issued to or recognized in respect of such radio personnel.

Regulation IV/2

Mandatory minimum requirements for certification of GMDSS radio personnel

- 1 Every person in charge of or performing radio duties on a ship required to participate in the GMDSS shall hold an appropriate certificate related to the GMDSS, issued or recognized by the Administration under the provisions of the Radio Regulations.
- 2 In addition, every candidate for certification under this regulation for service on a ship which is required by the International Convention for the Safety of Life at Sea, 1974, as amended, to have a radio installation shall:
 - .1 be not less than 18 years of age; and
 - .2 have completed approved education and training and meet the standard of competence specified in section A-IV/2 of the STCW Code.

CHAPTER V

Special training requirements for personnel on certain types of ships

Regulation V/1

Mandatory minimum requirements for the training and qualification of masters, officers and ratings on tankers

- 1 Officers and ratings assigned specific duties and responsibilities related to cargo or cargo equipment on tankers shall have completed an approved shore-based fire-fighting course in addition to the training required by regulation VI/1 and shall have completed:
 - .1 at least three months of approved seagoing service on tankers in order to acquire adequate knowledge of safe operational practices; or
 - .2 an approved tanker familiarization course covering at least the syllabus given for that course in section A-V/1 of the STCW Code, so however that, the Administration may accept a period of supervised seagoing service shorter than that prescribed by sub-paragraph .1, provided:
 - .3 the period so accepted is not less than one month;
 - .4 the tanker is of less than 3,000 gross tonnage;
 - .5 the duration of each voyage on which the tanker is engaged during the period does not exceed 72 hours; and
 - .6 the operational characteristics of the tanker and the number of voyages and loading and discharging operations completed during the period, allow the same level of knowledge and experience to be acquired.
- 2 Masters, chief engineer officers, chief mates, second engineer officers and any person with immediate responsibility for loading, discharging and care in transit or handling of cargo shall, in addition to meeting the requirements of sub-paragraphs 1.1 or 1.2, have:
 - .1 experience appropriate to their duties on the type of tanker on which they serve; and

- .2 completed an approved specialized training programme which at least covers the subjects set out in section A-V/1 of the STCW Code that are appropriate to their duties on the oil tanker, chemical tanker or liquefied gas tanker on which they serve.
- 3 Within two years after the entry into force of the Convention for a Party, seafarers may be considered to have met the requirements of sub-paragraph 2.2 if they have served in a relevant capacity on board the type of tanker concerned for a period of not less than one year within the preceding five years.
- 4 Administrations shall ensure that an appropriate certificate is issued to masters and officers, who are qualified in accordance with paragraphs 1 or 2 as appropriate, or that an existing certificate is duly endorsed. Every rating who is so qualified shall be duly certificated.

Regulation V/2

Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ro-ro passenger ships

- 1 This regulation applies to masters, officers, ratings and other personnel serving on board ro-ro passenger ships engaged on international voyages. Administrations shall determine the applicability of these requirements to personnel serving on ro-ro passenger ships engaged on domestic voyages.
- 2 Prior to being assigned shipboard duties on board ro-ro passenger ships, seafarers shall have completed the training required by paragraphs 4 to 8 below in accordance with their capacity, duties and responsibilities.
- 3 Seafarers who are required to be trained in accordance with paragraphs 4, 7 and 8 below shall, at intervals not exceeding five years, undertake appropriate refresher training.
- 4 Masters, officers and other personnel designated on muster lists to assist passengers in emergency situations on board ro-ro passenger ships shall have completed training in crowd management as specified in section A-V/2, paragraph 1 of the STCW Code.
- 5 Masters, officers and other personnel assigned specific duties and responsibilities on board ro-ro passenger ships shall have completed the familiarization training specified in section A-V/2, paragraph 2 of the STCW Code.
- 6 Personnel providing direct service to passengers in passenger spaces on board ro-ro passenger ships shall have completed the safety training specified in section A-V/2, paragraph 3 of the STCW Code.
- 7 Masters, chief mates, chief engineer officers, second engineer officers and every person assigned immediate responsibility for embarking and disembarking passengers, loading, discharging or securing cargo, or closing hull openings on board ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 4 of the STCW Code.
- 8 Masters, chief mates, chief engineer officers, second engineer officers and any person having responsibility for the safety of passengers in emergency situations on board ro-ro passenger ships shall have completed approved training in crisis management and human behaviour as specified in section A-V/2, paragraph 5 of the STCW Code.
- 9 Administrations shall ensure that documentary evidence of the training which has been completed is issued to every person found qualified under the provisions of this regulation.

CHAPTER VI

Emergency, occupational safety, medical care and survival functions

Regulation VI/1

Mandatory minimum requirements for familiarization, basic safety training and instruction for all seafarers

Seafarers shall receive familiarization and basic safety training or instruction in accordance with section A-VI/1 of the STCW Code and shall meet the appropriate standard of competence specified therein.

Regulation VI/2

Mandatory minimum requirements for the issue of certificates of proficiency in survival craft, rescue boats and fast rescue boats

- 1 Every candidate for a certificate of proficiency in survival craft and rescue boats other than fast rescue boats shall:
 - .1 be not less than 18 years of age;
 - .2 have approved seagoing service of not less than 12 months or have attended an approved training course and have approved seagoing service of not less than six months; and
 - .3 meet the standard of competence for certificates of proficiency in survival craft and rescue boats set out in section A-VI/2, paragraphs 1 to 4 of the STCW Code.
- 2 Every candidate for a certificate of proficiency in fast rescue boats shall:
 - .1 be the holder of a certificate of proficiency in survival craft and rescue boats other than fast rescue boats;
 - .2 have attended an approved training course; and
 - .3 meet the standard of competence for certificates of proficiency in fast rescue boats set out in section A-VI/2, paragraphs 5 to 8 of the STCW Code.

Regulation VI/3

Mandatory minimum requirements for training in advanced fire fighting

- 1 Seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire with particular emphasis on organization, tactics and command in accordance with the provisions of section A-VI/3 of the STCW Code and shall meet the standard of competence specified therein.
- 2 Where training in advanced fire fighting is not included in the qualifications for the certificate to be issued, a special certificate or documentary evidence, as appropriate, shall be issued indicating that the holder has attended a course of training in advanced fire fighting.

Regulation VI/4

Mandatory minimum requirements relating to medical first aid and medical care

1. Seafarers designated to provide medical first aid on board ship shall meet the standard of competence in medical first aid specified in section A-VI/4, paragraphs 1 to 3 of the STCW Code.
- 2 Seafarers designated to take charge of medical care on board ship shall meet the standard of competence in medical care on board ships specified in section A-VI/4, paragraphs 4 to 6 of the STCW Code.
- 3 Where training in medical first aid or medical care is not included in the qualifications for the certificate to be issued, a special certificate or documentary evidence, as appropriate, shall be issued indicating that the holder has attended a course of training in medical first aid or in medical care.

CHAPTER VII

Alternative certification

Regulation VII/1

Issue of alternative certificates

- 1 Notwithstanding the requirements for certification laid down in chapters II and III of this annex, Parties may elect to issue or authorize the issue of certificates other than those mentioned in the regulations of those chapters, provided that:

- .1 the associated functions and levels of responsibility to be stated on the certificates and in the endorsements are selected from and identical to those appearing in sections A-II/1, A-II/2, A-II/3, A-II/4, A-III/1, A-III/2, A-III/3, A-III/4 and A-IV/2 of the STCW Code;
 - .2 the candidates have completed approved education and training and meet the requirements for standards of competence, prescribed in the relevant sections of the STCW Code and as set forth in section A-VII/1 of this Code, for the functions and levels that are to be stated on the certificates and in the endorsements;
 - .3 the candidates have completed approved seagoing service appropriate to the performance of the functions and levels that are to be stated on the certificate. The minimum duration of seagoing service shall be equivalent to the duration of seagoing service prescribed in chapters II and III of this annex. However, the minimum duration of seagoing service shall be not less than as prescribed in section A-VII/2 of the STCW Code;
 - .4 the candidates for certification who are to perform the function of navigation at the operational level shall meet the applicable requirements of the regulations in chapter IV, as appropriate, for performing designated radio duties in accordance with the Radio Regulations; and
 - .5 the certificates are issued in accordance with the requirements of regulation I/9 and the provisions set forth in chapter VII of the STCW Code.
- 2 No certificate shall be issued under this chapter unless the Party has communicated information to the Organization in accordance with article IV and regulation I/7.

Regulation VII/2

Certification of seafarers

- 1 Every seafarer who performs any function or group of functions specified in tables A-II/1, A-II/2, A-II/3 or A-II/4 of chapter II or in tables A-III/1, A-III/2, A-III/4 of chapter III or A-IV/2 of chapter IV of the STCW Code shall hold an appropriate certificate.

Regulation VII/3

Principles governing the issue of alternative certificates

- 1 Any Party which elects to issue or authorize the issue of alternative certificates shall ensure that the following principles are observed:
- .1 no alternative certification system shall be implemented unless it ensures a degree of safety at sea and has a preventive effect as regards pollution at least equivalent to that provided by the other chapters; and
 - .2 any arrangement for alternative certification issued under this chapter shall provide for the interchangeability of certificates with those issued under the other chapters.
- 2 The principle of interchangeability in paragraph 1 shall ensure that:
- .1 seafarers certificated under the arrangements of chapters II and/or III and those certificated under chapter VII are able to serve on ships which have either traditional or other forms of shipboard organization; and
 - .2 seafarers are not trained for specific shipboard arrangements in such a way as would impair their ability to take their skills elsewhere.
- 3 In issuing any certificate under the provisions of this chapter the following principles shall be taken into account:
- .1 the issue of alternative certificates shall not be used in itself;
 - .1 to reduce the number of crew on board,
 - .2 to lower the integrity of the profession or "de-skill" seafarers, or
 - .3 to justify the assignment of the combined duties of the engine and deck watchkeeping officers to a single certificate holder during any particular watch; and

- .2 the person in command shall be designated as the master; and the legal position and authority of the master and others shall not be adversely affected by the implementation of any arrangement for alternative certification.
- 4 The principles contained in paragraphs 1 and 2 of this regulation shall ensure that the competency of both deck and engineer officers is maintained.

CHAPTER VIII

Watchkeeping

Regulation VIII/1

Fitness for duty

Each Administration shall, for the purpose of preventing fatigue:

- .1 establish and enforce rest periods for watchkeeping personnel; and
- .2 require that watch systems are so arranged that the efficiency of all watchkeeping personnel is not impaired by fatigue and that duties are so organized that the first watch at the commencement of a voyage and subsequent relieving watches are sufficiently rested and otherwise fit for duty.

Regulation VIII/2

Watchkeeping arrangements and principles to be observed

- 1 Administrations shall direct the attention of companies, masters, chief engineer officers and all watchkeeping personnel to the requirements, principles and guidance set out in the STCW Code which shall be observed to ensure that a safe continuous watch or watches appropriate to the prevailing circumstances and conditions are maintained in all seagoing ships at all times.
- 2 Administrations shall require the master of every ship to ensure that watchkeeping arrangements are adequate for maintaining a safe watch or watches, taking into account the prevailing circumstances and conditions and that, under the master's general direction:
 - .1 officers in charge of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they shall be physically present on the navigating bridge or in a directly associated location such as the chartroom or bridge control room at all times;
 - .2 radio operators are responsible for maintaining a continuous radio watch on appropriate frequencies during that periods of duty;
 - .3 officers in charge of an engineering watch, as defined in the STCW Code and under the direction of the chief engineer officer, shall be immediately available and on call to attend the machinery spaces and, when required, shall be physically present in the machinery space during their periods of responsibility; and
 - .4 an appropriate and effective watch or watches are maintained for the purpose of safety at all times, while the ship is at anchor or moored and, if the ship is carrying hazardous cargo, the organization of such watch or watches takes full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions prevailing on board, afloat or ashore.

2.2.4. Attachment 3 to the Final Act of the Conference

Resolution 3

Transitional provisions

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978,

HAVING AGREED that the amendments will include regulation I/15 on Transitional provisions, which allows for an interval of 5 years before Parties will be required to issue, recognize and endorse certificates in accordance with the amendments adopted by the Conference,

RECOGNIZING that, in order for full compliance to be achieved by 1 February 2002, it is necessary for Parties to begin promptly taking appropriate measures to implement the revised Convention in their national training, certification and administration systems,

BEING CONCERNED that difficulties which may arise in connection with implementing the requirements of the revised STCW Convention could undermine the objective of introducing the highest practicable standards of competence at the earliest possible time,

1. URGES each Party to keep the Maritime Safety Committee of the International Maritime Organization informed of progress being made in respect of the transitional provisions of regulation I/15 under its national system to implement the requirements of the amendments to the STCW Convention, adopted by the Conference, as well as any difficulties encountered in this regard;
2. INVITES the Maritime Safety Committee, in order to promote the introduction of the highest practicable standards of competence as soon as possible, to monitor progress toward implementation of the revised STCW Convention by all Parties, with the aim of encouraging an orderly transition and anticipating complications which could otherwise undermine full and effective implementation.

2.2.5. Resolution 4

Training of radio operators for the global maritime distress and safety system (GMDSS)

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, with a view to strengthening the implementation of the Convention and thereby improving the competence of seafarers,

HAVING ALSO ADOPTED requirements for all officers in charge of a navigational watch to be trained and certificated, as appropriate, for performing designated radio duties,

RECOGNIZING the importance of efficient radio watchkeeping and radio maintenance for the safety of life and property at sea and the protection of the marine environment,

BEARING IN MIND the requirements of the global maritime distress and safety system (GMDSS) prescribed by the Radio Regulations and the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended in 1988,

NOTING that, in accordance with regulation IV/1 of the 1974 SOLAS Convention, as amended in 1988, every ship to which chapter IV of the SOLAS Convention applies will, after 1 February 1999, comply with all applicable requirements of that chapter and the GMDSS will be fully implemented,

NOTING ALSO that regulation IV/16 of the 1974 SOLAS Convention, as amended, requires that every ship shall carry personnel qualified for distress and safety radio-communication purposes to the satisfaction of the Administration,

NOTING FURTHER that resolution A.769 (18) adopted by the Assembly of the International Maritime Organization recommends Governments, before issuing a GMDSS certificate to a holder of a non-GMDSS certificate, to require the candidate to pass at least a limited examination in accordance with procedures and arrangements set out in that resolution, being aware, however, that the provisions of that resolution expire on 1 February 1997,

APPRECIATING that the GMDSS will also provide the only means for conducting distress and safety communications for most other ships to which the 1974 SOLAS Convention, as amended, does not apply,

APPRECIATING ALSO the need for persons on board such ships to also be trained and certificated in accordance with the Radio Regulations and with the 1978 STCW Convention, as amended,

RECOGNIZING that this necessitates the training and certification of a considerable number of existing masters, deck officers and radiocommunication personnel to undertake GMDSS radio operator functions prior to 1 February 1999,

BEING OF THE OPINION that, if such training and certification is delayed, there may be a shortage of GMDSS radio operators world-wide when the GMDSS is fully implemented,

STRONGLY URGES Governments to:

- .1 take steps to ensure that a sufficient number of persons taking responsibility for distress and safety communications on their ships are trained and certificated as GMDSS radio operators prior to 1 February 1999, without reducing the quality of the training;
- .2 bring this matter to the attention of their shipowners and seafarers and of all others who may need to use, or whose vessels may need to use, GMDSS services.

2.2.6. Resolution 5

Training in crisis management and human behaviour for personnel serving on board ro-ro passenger ships

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, and the International Seafarers' Training, Certification and Watchkeeping (STCW) Code,

CONSIDERING regulation V/2.8 of the STCW Convention, as amended, which requires masters, chief mates, chief engineer officers, second engineer officers and any person having responsibility for the safety of passengers in emergency situations to be trained in crisis management and human behaviour,

CONSIDERING ALSO that the STCW Code, *inter alia*, requires that such training shall be to the satisfaction of the Administration based on standards developed by the International Maritime Organization,

NOTING that the Maritime Safety Committee of the Organization, at its sixty-fifth session, agreed that crisis management and human behaviour training is essential for key personnel on ro-ro passenger ships and should include the following elements:

human behaviour and responses,
optimizing the use of resources,
development of emergency plans,
leadership skills,
stress handling, and
communication,

Also NOTING the opinion of the Maritime Safety Committee that the details of such crisis management and human behaviour training have to be further developed to include the knowledge, understanding and proficiency to be achieved, the method for demonstrating competence and the criteria for evaluating competence before they are included in part A of the STCW Code,

INVITES the International Maritime Organization to develop, as a matter of urgency, detailed provisions on the training of personnel on ro-ro passenger ships in crisis management and human behaviour, for possible inclusion in the STCW Code.

2.2.7. Resolution 6

Training of personnel on passenger ships

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, including regulation V/2 on mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ro-ro passenger ships,

ANTICIPATING that such special training provisions will significantly increase the safety of passengers on ro-ro passenger ships during emergency situations,

RECOGNIZING the important contribution of ship's personnel towards the safe evacuation of passengers in emergency situations,

APPRECIATING that personnel designated to assist passengers in emergency situations on passenger ships may have to assist fellow crew members who are not specially trained and that this could affect the behaviour of passengers in such situations,

BEING AWARE that some passenger ship personnel are not required to be trained to the same standard as personnel on ro-ro passenger ships,

1. INVITES the International Maritime Organization to consider developing appropriate provisions covering the training of masters, officers, ratings and other personnel serving on passenger ships for inclusion in the 1978 STCW Convention, as amended;
2. INVITES Parties to the 1978 STCW Convention to consider applying voluntarily to personnel serving on passenger ships, the relevant training provisions of regulation V/2.

2.2.8. Resolution 7

Monitoring the implications of alternative certification

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978,

RECOGNIZING that chapter VII of the revised annex to the STCW Convention provides for alternative certification systems and that such systems may be implemented in different ways by Parties to the Convention,

RECOGNIZING FURTHER that experience with such systems is, at present, limited and that they may significantly affect the distribution of work and responsibility among crew members,

DESIRING to ensure that the implementation of such systems will not, as a consequence, prejudice the safety of life at sea, the safety of the ship, its operation, or the protection of the marine environment,

INVITES the Maritime Safety Committee of the International Maritime Organization to keep under review the implementation of chapter VII of the revised annex to the STCW Convention and the relevant sections of the STCW Code with the aim of:

- .1 identifying the alternative certification systems being implemented under chapter VII;

- .2 determining whether revisions are needed to the STCW Code to ensure that the requirements for implementation of such systems are adequate and effective; and
- .3 developing further the principles contained in regulation VII/3 and clarifying their application.

2.2.9. Resolution 8

Promotion of technical knowledge, skills and professionalism of seafarers

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, with a view to strengthening the implementation of the Convention and thereby improving the competence of seafarers,

APPRECIATING that the overall effectiveness of selection, training and certification processes can only be evaluated through the skills, abilities and competence exhibited by seafarers during the course of their service on board ship,

RECOMMENDS that Administrations should make arrangements to ensure that companies:

- .1 establish criteria and processes for the selection of personnel exhibiting the highest practicable standards of technical knowledge, skills and professionalism;
- .2 monitor the standards exhibited by ship's personnel in the performance of their duties;
- .3 encourage all officers to participate actively in the training of junior personnel;
- .4 monitor carefully and frequently review the progress made by junior personnel in their acquisition of knowledge and skills during their service on board ship;
- .5 provide refresher and updating training at suitable intervals as may be required; and
- .6 take all appropriate measures to encourage pride of service and professionalism on the part of the personnel they employ.

2.2.10. Resolution 9

Development of international standards of medical fitness for seafarers

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCWS) 1978,

NOTING the lack of agreed international standards of medical fitness for seafarers,

RECOGNIZING the importance of the overall medical fitness of master and ships' crews to the safety of life and property at sea and the protection of the marine environment,

TAKING COGNIZANCE OF the International Labour Organization's conventions concerning the medical examination of seafarers,

NOTING FURTHER that the International Labour Organization and the World Health Organization are undertaking research into existing medical examination requirements for seafarers on a global basis,

INVITES the Organization, in co-operation with the International Labour Organization and the World Health Organization, to develop international standards of medical fitness for seafarers.

2.2.11. Resolution 10

Training of maritime pilots, vessel traffic service personnel and maritime personnel employed on mobile offshore units

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978,

BEARING IN MIND the contribution made to safety of life and property at sea and to the protection of the marine environment by maritime pilots, vessel traffic service personnel and maritime personnel employed on board mobile offshore units,

NOTING that time constraints have prevented full consideration to be given to the possibility of including provisions on the training and certification of such personnel in the amendments to the 1978 STCW Convention adopted by the Conference,

INVITES the International Maritime Organization to consider developing provisions covering the training and certification of maritime pilots, vessel traffic service personnel and maritime personnel employed on mobile offshore units for inclusion in the 1978 STCW Convention or in such other instrument or instruments as may be appropriate.

2.2.12. Resolution 11

Promotion of technical co-operation

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978,

RECOGNIZING the importance of adequate education, training and appropriate experience for all seafarers,

NOTING the provisions of the 1995 amendments to the 1978 STCW Convention which aim at enhancing the mandatory minimum requirements for the training and qualifications of all seafarers,

RECOGNIZING FURTHER that, in some cases, there may be limited facilities for obtaining the required experience and providing specialized training programmes, particularly in developing countries,

BELIEVING that the promotion of technical co-operation at an inter-governmental level will assist those States not yet having adequate expertise or facilities for providing such training and experience to implement the revised STCW Convention requirements,

1. STRONGLY URGES Parties to provide, or arrange to provide, in co-operation with the International Maritime Organization, assistance to those States which have difficulty in meeting the improved requirements of the STCW Convention and which request such assistance;
2. INVITES the International Maritime Organization to extend endeavours to provide States with the assistance they require and to make adequate provision for that purpose within its technical co-operation programme.

2.2.13. Resolution 12

Contribution of the World Maritime University (WMU) in the achievement of enhanced standards of maritime training

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978,

HAVING ALSO ADOPTED resolution 11 on Promotion of technical co-operation,

BEING AWARE that many countries, in particular developing countries, may have difficulty in achieving the levels of training and assessment required by the amended convention,

RECOGNIZING the significance of the contribution of the WMU graduates, particularly in developing countries, to the implementation of the amended STCW Convention and improved standards of training, as well as to the implementation of standards incorporated in various maritime safety and pollution prevention-related conventions of the International Maritime Organization in general,

BEING ALSO AWARE that there is a continuing need for personnel in the international maritime field to have an adequate level of education and training in order to achieve the objectives of the Organization for safer shipping and cleaner oceans in a uniform and effective manner worldwide,

NOTING that this continuing need can be met by the WMU assuming a leading role for the transfer of maritime education and knowledge through its activities and the networking of advanced maritime training establishments,

1. URGES the Organization to continue to:
 - .1 utilize the resources and expertise of the WMU to transfer maritime education and knowledge wherever needed, particularly in developing countries; and
 - .2 encourage and support the WMU to assume a leading role for the promotion and implementation of a network of advanced maritime training establishments;
2. RECOMMENDS STRONGLY that Governments continue to support and utilize the resources of the WMU to meet their needs for highly trained maritime lecturers and administrators;
3. REQUESTS the Secretary-General of the Organization to bring this resolution to the attention of the Assembly of the Organization inviting it to consider adopting a similar resolution.

2.2.14. Resolution 13

Revision of model courses published by the International Maritime Organization

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978,

RECOGNIZING the significant contribution made through the publication by the International Maritime Organization of model courses, which have provided core curricula based on the minimum requirements of the STCW Convention provisions adopted in 1978,

APPRECIATING that the model courses have thereby assisted many training institutions to improve the quality of the training they provide and have been used to improve procedures for assessing competency,

DESIRING to achieve greater uniformity in the application of the training and assessment provisions of the STCW Convention, as amended,

INVITES:

- .1 the Organization to take steps to revise and update those model courses which provide guidance on the implementation of the training and assessment provisions of the STCW Convention, as amended; and
- .2 Governments to provide funding for, and otherwise assist in, the revision and updating of such model courses.

2.2.15. Resolution 14

Promotion of the participation of women in the maritime industry

THE CONFERENCE,

HAVING ADOPTED the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978,

NOTING the International Maritime Organization's Medium-Term Plan for the Integration of Women in the Maritime Sector and expressing support for the Organization's aims of promoting the training of women in the maritime sector,

DESIRING to achieve equal access for men and women to maritime training and to employment on board ship,

INVITES Governments:

- .1 to give special consideration to securing equal access by men and women in all sectors of the maritime industry;
- .2 to highlight the role of women in the seafaring profession and to promote their greater participation in maritime training and at all levels in the maritime industry.

2.2.16. Attachment 2 to the Final Act of the Conference

Resolution 2

Adoption of the Seafarers' Training, Certification and Watchkeeping Code

THE CONFERENCE,

HAVING ADOPTED resolution 1 on Adoption of the 1995 amendments to the annex to the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW), 1978,

RECOGNIZING the importance of establishing detailed mandatory standards of competence and other mandatory provisions necessary to ensure that all seafarers shall be properly educated and trained, adequately experienced, skilled and competent to perform their duties in a manner which provides for the safety of life and property at sea and the protection of the marine environment,

ALSO RECOGNIZING the need to allow for the timely amendment of such mandatory standards and provisions in order to effectively respond to changes in technology, operations, practices and procedures used on board ships,

RECALLING that a large percentage of maritime casualties and pollution incidents are caused by human error,

APPRECIATING that one effective means of reducing the risks associated with human error in the operation of seagoing ships is to ensure that the highest practicable standards of training, certification and competence are maintained in respect of the seafarers who are employed on such ships,

DESIRING to achieve and maintain the highest practicable standards for the safety of life and property at sea and in port and for the protection of the environment,

HAVING CONSIDERED the Seafarers' Training, Certification and Watchkeeping (STCW) Code, comprised of part A - Mandatory standards regarding provisions of the annex to the 1978 STCW Convention, as amended, and part B - Recommended guidance regarding provisions of the 1978 STCW Convention, as amended, proposed and circulated to all Members of the Organization and all Parties to the Convention,

NOTING that regulation I/1, paragraph 2, of the amended annex to the 1978 STCW Convention provides that part A of the STCW Code supplements the regulations annexed

to the Convention and that any reference to a requirement in a regulation also constitutes a reference to the corresponding section of part A of the STCW Code,

1. ADOPTS:

- .1 the Seafarers' Training, Certification and Watchkeeping (STCW) Code, part A - Mandatory standards regarding provisions of the annex to the 1978 STCW Convention, as amended, set out in annex 1 to the present resolution;
- .2 the Seafarers' Training, Certification and Watchkeeping (STCW) Code, part B - Recommended guidance regarding provisions of the 1978 STCW Convention, as amended, and its annex, set out in annex 2 to the present resolution;

2. RESOLVES:

- .1 that the provisions of part A of the STCW Code shall enter into force for each Party to the 1978 STCW Convention, as amended, on the same date and in the same manner as the amendments to that Convention adopted by the Conference;
- .2 to recommend that the guidance contained in part B of the STCW Code should be taken into account by all Parties to the 1978 STCW Convention, as amended; as from the date of entry into force of the amendments to that Convention adopted by the Conference;

3. INVITES the International Maritime Organization:

- .1 to keep the provisions of parts A and B of the STCW Code under review and consult, as may be appropriate, with the International Labour Organization, the International Telecommunication Union and the World Health Organization and to bring the need for any future amendment thereto to the attention of the Maritime Safety Committee for consideration and adoption as may be appropriate;
- .2 to communicate this resolution and any future amendment thereto that may be adopted, to the attention of all Parties to the STCW Convention.

2.2.17. Annex 1

Seafarers' Training, Certification and Watchkeeping (STCW) Code

2.2.17.1. Part A

Mandatory standards regarding provisions of the annex to the STCW Convention

Introduction

- 1 This part of the STCW Code contains mandatory provisions to which specific reference is made in the annex to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, hereinafter referred to as the STCW Convention. These provisions give in detail the minimum standards required to be maintained by Parties in order to give in detail and complete effect to the Convention.
- 2 Also contained in this part are standards of competence required to be demonstrated by candidates for the issue and revalidation of certificates of competency under the provisions of the STCW Convention. To clarify the linkage between the alternative certification provisions of chapter VII and the certification provisions of chapters II, III and IV, the abilities specified in the standards of competence are grouped as appropriate under the following seven functions:
 - .1 Navigation
 - .2 Cargo handling and stowage
 - .3 Controlling the operation of the ship and care for persons on board
 - .4 Marine engineering
 - .5 Electrical, electronic and control engineering
 - .6 Maintenance and repair
 - .7 Radiocommunications

at the following levels of responsibility:

- .1 Management level
- .2 Operational level
- .3 Support level

Functions and levels of responsibility are identified by subtitle in the tables of standards of competence given in chapters II, III, and IV of this part. The scope of the function at the level of responsibility stated in a subtitle is defined by the abilities listed under it in column 1 of the table. The meaning of "function" and "level of responsibility" is defined in general terms in section A-I/1 below.

- 3 The numbering of the sections of this part corresponds with the numbering of the regulations contained in the annex to the STCW Convention. The text of the sections may be divided into numbered parts and paragraphs, but such numbering is unique to that text alone.

Chapter I

Standards regarding general provisions

Section A-I/1

Definitions and clarifications

- 1 The definitions and clarifications contained in article II and regulation I/I apply equally to the terms used in parts A and B of this Code. In addition, the following supplementary definitions apply only to this Code:

- .1 *Standard of competence* means the level of proficiency to be achieved for the proper performance of functions on board ship in accordance with the internationally agreed cri-

agreed criteria as set forth herein and incorporating prescribed standards or levels of knowledge, understanding and demonstrated skill;

.2 *Management level* means the level of responsibility associated with:

.2.1 serving as master, chief mate, chief engineer officer or second engineer officer on board a seagoing ship, and

.2.2 ensuring that all functions within the designated area of responsibility are properly performed;

.3 *Operational level* means the level of responsibility associated with:

.3.1 serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as radio operator on board a seagoing ship, and

.3.2 maintaining direct control over the performance of all functions within the designated area of responsibility in accordance with proper procedures and under the direction of an individual serving in the management level for that area of responsibility;

.4 *Support level* means the level of responsibility associated with performing assigned tasks, duties or responsibilities on board a seagoing ship under the direction of an individual serving in the operational or management level;

.5 *Evaluation criteria* are the entries appearing in column 4 of the "Specification of Minimum Standard of Competence" tables in part A and provide the means for an assessor to judge whether or not a candidate can perform the related tasks, duties and responsibilities; and

.6 *Independent evaluation* means an evaluation by suitably qualified persons, independent of, or external to, the unit or activity being evaluated, to verify that the administrative and operational procedures at all levels are managed, organized, undertaken and monitored internally in order to ensure their fitness for purpose and achievement of stated objectives.

Section A-I/2

Certificates and endorsements

1 Where, as provided in regulation I/2, paragraph 4, the endorsement required by article VI of the Convention is incorporated in the wording of the certificate itself, the certificate shall be issued in the format shown hereunder, provided that the words "or until the date of expiry of any extension of the validity of this certificate as may be shown overleaf" appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the certificate is required to be replaced upon its expiry. Guidance on completion of the form is contained in section B-I/2 of this Code.

(Official Seal)

(COUNTRY)

CERTIFICATE ISSUED UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS. 1978, AS AMENDED IN 1995

The Government of certifies that has been found duly qualified in accordance with the provisions of regulation of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this certificate as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this certificate may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Certificate No. issued on
(Official Seal)
Signature of duly authorized official
Name of duly authorized official

The original of this certificate must be kept available in accordance with regulation I/2. paragraph 9 of the Convention while serving on a ship.
Date of birth of the holder of the certificate
Signature of the holder of the certificate
Photograph of the holder of the certificate

<p>The validity of this certificate is hereby extended until</p> <p>(Official seal) Signature of duly authorized official</p> <p>Date of revalidation..... Name of duly authorized official</p>
<p>The validity of this certificate is hereby extended until</p> <p>(Official seal) Signature of duly authorized official</p> <p>Date of revalidation..... Name of duly authorized official</p>

2 Except as provided in paragraph 1, the form used to attest the issue of a certificate shall be as shown hereunder, provided that the words "or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf" appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the endorsement is required to be replaced upon its expiry. Guidance on completion of the form is contained in section B-I/2 of this Code.

(Official Seal)

(COUNTRY)
ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE
UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION
ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING
FOR SEAFARERS. 1978. AS AMENDED IN 1995

The Government of certifies that certificate No has been issued to who has been found duly qualified in accordance with the provisions of regulation of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

Signature of duly authorized official

.....
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate

Photograph of the holder of the certificate

The validity of this endorsement is hereby extended until	
(Official seal)	Signature of duly authorized official
Date of revalidation.....	
Name of duly authorized official	

The validity of this endorsement is hereby extended until	
(Official seal)	Signature of duly authorized official
Date of revalidation.....	
Name of duly authorized official	

3 The form used to attest the recognition of a certificate shall be as shown hereunder, except that the words "or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf" appearing on the front of the form and the provisions for recording extension of the validity appearing on the back of the form shall be omitted where the endorsement is required to be replaced upon its expiry. Guidance on completion of the form is contained in section B-I/2 of this Code.

(Official Seal)

(COUNTRY)
ENDORSEMENT ATTESTING THE RECOGNITION OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of certifies that Certificate No issued to by or on behalf of the Government of is duly recognized in accordance with the provisions of regulation I/10 of the above Convention, as amended, and the lawful holder is authorized to perform the following functions at the levels specified, subject to any limitations indicated until or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

CAPACITY	LIMITATIONS APPLYING (IF ANY)

Endorsement No. issued on

(Official Seal)

Signature of duly authorized official

.....
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate

Signature of the holder of the certificate

Photograph of the holder of the certificate

The validity of this endorsement is hereby extended until

(Official seal)

Signature of duly authorized official

Date of revalidation.....

Name of duly authorized official

The validity of this endorsement is hereby extended until

(Official seal)

Signature of duly authorized official

Date of revalidation.....

Name of duly authorized official

4 In using formats which may be different from those set forth in this section, pursuant to regulation I/2, paragraph 8, Parties shall ensure that in all cases:

- .1 all information relating to the identity and personal description of the holder, including name, date of birth, photograph and signature, along with the date on which the document was issued, shall be displayed on the same side of the documents; and
- .2 all information relating to the capacity or capacities in which the holder is entitled to serve, in accordance with the applicable safe manning requirements of the Administration, as well as any limitations, shall be prominently displayed and easily identified.

Section A-I/3

Principles governing near-coastal voyages

(No provisions)

Section A-I/4

Control procedures

- 1 The assessment procedure provided for in regulation I/4, paragraph 1.3, resulting from any of the occurrences mentioned therein shall take the form of a verification that members of the crew who are required to be competent do in net possess the necessary skills related to the occurrence.
- 2 It shall be borne in mind when making this assessment that on-board procedures are relevant to the International Safety Management (ISM) Code and that the provisions of this Convention are confined to the competence to safely execute those procedures.
- 3 Control procedures under this Convention shall be confined to the standards of competence of the individual seafarers on board and their skills related to watchkeeping as defined in part A of this Code. On-board assessment of competency shall commence with verification of the certificates of the seafarers.
- 4 Notwithstanding verification of the certificate, the assessment under regulation I/4, paragraph 1.3 can require the seafarer to demonstrate the related competency at the place of duty. Such demonstration may include verification that operational requirements in respect of watchkeeping standards have been met and that there is a proper response to emergency situations within the seafarer's level of competence.
- 5 In the assessment, only the methods for demonstrating competence together with the criteria for its evaluation and the scope of the standards given in part A of this Code shall be used.

Section A-I/5

National provisions

The provisions of regulation I/5 shall not be interpreted as preventing the allocation of tasks for training under supervision or in cases of *force majeure*.

Section A-I/6

Training and assessment

- 1 Each Party shall ensure that all training and assessment of seafarers for certification under the Convention is:
 - .1 structured in accordance with written programmes, including such methods and media of delivery, procedures, and course material as are necessary to achieve the prescribed standard of competence; and
 - .2 conducted, monitored, evaluated and supported by persons qualified in accordance with paragraphs 4, 5 and 6.
- 2 Persons conducting in-service training or assessment on board ship shall only do so when such training or assessment will not adversely affect the normal operation of the ship and they can dedicate their time and attention to training or assessment.

Qualifications of instructors, supervisors and assessors*

- 3 Each Party shall ensure that instructors, supervisors and assessors are appropriately qualified for the particular types and levels of training or assessment of competence of seafarers either on board or ashore, as required under the Convention, in accordance with the provisions of this section.

In-service training

- 4 Any person conducting in-service training of a seafarer, either on board or ashore, which is intended to be used in qualifying for certification under the Convention, shall:

* The following IMO Model Courses may be of assistance in the preparation of courses:

- .1 IMO Model Course 6.09 - *Training Course for Instructors*
- .2 IMO Model Course 3.12 - *Examination and Certification of Seafarers*

- .1 have an appreciation of the training programme and an understanding of the specific training objectives for the particular type of training being conducted;
- .2 be qualified in the task for which training is being conducted; and
- .3 if conducting training using a simulator:
 - .3.1 have received appropriate guidance in instructional techniques involving the use of simulators, and
 - .3.2 have gained practical operational experience on the particular type of simulator being used.
- 5 Any person responsible for the supervision of in-service training of a seafarer intended to be used in qualifying for certification under the Convention shall have a full understanding of the training programme and the specific objectives for each type of training being conducted.

Assessment of competence

- 6 Any person conducting in-service assessment of competence of a seafarer, either on board or ashore, which is intended to be used in qualifying for certification under the Convention, shall:
 - .1 have an appropriate level of knowledge and understanding of the competence to be assessed;
 - .2 be qualified in the task for which the assessment is being made;
 - .3 have received appropriate guidance in assessment methods and practice;
 - .4 have gained practical assessment experience; and
 - .5 if conducting assessment involving the use of simulators, have gained practical assessment experience on the particular type of simulator under the supervision and to the satisfaction of an experienced assessor.

Training and assessment within an institution

- 7 Each Party which recognizes a course of training, a training institution, or a qualification granted by a training institution, as part of its requirements for the issue of a certificate required under the Convention, shall ensure that the qualifications and experience of instructors and assessors are covered in the application of the quality standard provisions of section A-I/8. Such qualification, experience and application of quality standards shall incorporate appropriate training in instructional techniques, and training and assessment methods and practice, and comply with all applicable requirements of paragraphs 4 to 6.

Section A-I/7

Communication of information

- 1 The information required by regulation I/7, paragraph 1 shall be communicated to the Secretary-General in the formats prescribed in paragraph 2 hereunder.
- 2 By 1 August 1998, or within one calendar year of entry into force of regulation I/7, whichever is later for the Party concerned, each Party shall report on the steps it has taken to give the Convention full and complete effect, which report shall include the following:
 - .1 the name, postal address and telephone and facsimile numbers and organization chart of the ministry, department or governmental agency responsible for administering the Convention;
 - .2 a concise explanation of the legal and administrative measures provided and taken to ensure compliance, particularly with regulations I/6 and I/9;
 - .3 a clear statement of the education, training, examination, competency
 - .4 a concise summary of the courses, training programmes, examinations and assessments provided for each certificate issued pursuant to the Convention;
 - .5 a concise outline of the procedures followed to authorize, accredit or approve training and examinations, medical fitness and competency assessments required by the Con-

- vention, the conditions attaching thereto, and a list of the authorizations, accreditations and approvals granted;
- .6 a concise summary of the procedures followed in granting any dispensation under article VIII of the Convention; and
 - .7 the results of the comparison carried out pursuant to regulation I/11 and a concise outline of the refresher and upgrading training mandated.
- 3 Each Party shall, within six months of:
 - .1 retaining or adopting any equivalent education or training arrangements pursuant to article IX, provide a full description of such arrangements;
 - .2 recognizing certificates issued by another Party, provide a report summarizing the measures taken to ensure compliance with regulation I/10; and
 - .3 authorizing the employment of seafarers holding alternative certificates issued under regulation VII/1 on ships entitled to fly its flag, provide the Secretary-General with a specimen copy of the type of safe manning documents issued to such ships.
 - 4 Each Party shall report the results of each evaluation carried out pursuant to regulation I/8, paragraph 2 within six months of its completion, which report shall describe the terms of reference of the evaluators, their qualifications and experience, the date and scope of the evaluation, the deficiencies found and the corrective measures recommended and carried out.
 - 5 The Secretary-General shall maintain a list of competent persons approved by the Maritime Safety Committee, including competent persons made available or recommended by the Parties, who may be called upon to assist in the preparation of the report required by regulation I/7, paragraph 2. These persons shall ordinarily be available during relevant sessions of the Maritime Safety Committee or its subsidiary bodies, but need not conduct their work solely during such sessions.
 - 6 In relation to regulation I/7, paragraph 2, the competent persons shall be knowledgeable of the requirements of the Convention and at least one of them shall have knowledge of the system of training and certification of the Party concerned.
 - 7 Any meeting of the competent persons shall:
 - .1 be held at the discretion of the Secretary-General;
 - .2 be comprised of an odd number of members, ordinarily not to exceed 5 persons;
 - .3 appoint its own chairman; and
 - .4 provide the Secretary-General with the agreed opinion of its members, or if no agreement is reached, with both the majority and minority views.
 - 8 The competent persons shall, on a confidential basis, express their views in writing on:
 - .1 a comparison of the facts reported in the information communicated to the Secretary-General by the Party with all relevant requirements of the Convention;
 - .2 the report of any relevant evaluation submitted under regulation I/8, paragraph 3; and
 - .3 any additional information provided by the Party.
 - 9 In preparing the report to the Maritime Safety Committee required by regulation I/7, paragraph 2, the Secretary-General shall:
 - .1 solicit and take into account the views expressed by competent persons selected from the list established pursuant to paragraph 5;
 - .2 seek clarification when necessary from the Party of any matter related to the information provided under regulation I/7, paragraph 1; and
 - .3 identify any area in which the Party may have requested assistance to implement the Convention.
 - 10 The Party concerned shall be informed of the arrangements for the meetings of competent persons, and its representatives shall be entitled to be present to clarify any matter related to the information provided pursuant to regulation I/7, paragraph 1.
 - 11 If the Secretary-General is not in a position to submit the report called for by paragraph 2 of regulation I/7, the Party concerned may request the Maritime Safety Committee to

take the action contemplated by paragraph 3 of regulation I/7, taking into account the information submitted pursuant to this section and the views expressed in accordance with paragraphs 7 and 8.

Section A-I/8

Quality standards

National objectives and quality standards

- 1 Each Party shall ensure that the education and training objectives and related standards of competence to be achieved are clearly defined and identify the levels of knowledge, understanding and skills appropriate to the examinations and assessments required under the Convention. The objectives and related quality standards may be specified separately for different courses and training programmes and shall cover the administration of the certification system.
- 2 The field of application of the quality standards shall cover the administration of the certification system, all training courses and programmes, examinations and experience required of instructors and assessors, having regard to the policies, systems, controls and internal quality assurance reviews established to ensure achievement of the defined objectives.
- 3 Each Party shall ensure that an independent evaluation of the knowledge, understanding, skills and competence acquisition and assessment activities, and of the administration of the certification system, is conducted at intervals of not more than five years in order to verify that:
 - .1 all internal management control and monitoring measures and follow-up actions comply with planned arrangements and documented procedures and are effective in ensuring achievement of the defined objectives;
 - .2 the results of each independent evaluation are documented and brought to the attention of those responsible for the area evaluated; and
 - .3 timely action is taken to correct deficiencies.
- 4 The report of the independent evaluation required by paragraph 3 of regulation I/8 shall include the terms of reference for the evaluation and the qualifications and experience of the evaluators.

Section A-I/9

Medical standards - Issue and registration of certificates

(No provisions)

Section A-I/10

Recognition of certificates

- 1 The provisions of regulation I/10, paragraph 4 regarding the non-recognition of certificates issued by a non-Party shall not be construed as preventing a Party, when issuing its own certificate, from accepting seagoing service, education and training acquired under the authority of a non-Party, provided the Party complies with regulation I/9 in issuing each such certificate and ensures that the requirements of the Convention relating to seagoing service, education, training and competence are complied with.
- 2 Where an Administration which has recognized a certificate withdraws its endorsement of recognition for disciplinary reasons, the Administration shall inform the Party that issued the certificate of the circumstances.

Section A-I/11

Revalidation of certificates

Professional competence

- 1 Continued professional competence as required under regulation I/11 shall be established by:
 - .1 approved seagoing service, performing functions appropriate to the certificate held, for a period of at least one year in total during the preceding five years; or

- .2 having performed functions considered to be equivalent to the seagoing service required in paragraph 1.1; or
- .3 one of the following:
 - .3.1 passing an approved test, or
 - .3.2 successfully completing an approved course or courses, or
 - .3.3 having completed approved seagoing service, performing functions appropriate to the certificate held, for a period of not less than three months in a supernumerary capacity, or in a lower officer rank than that for which the certificate held is valid immediately prior to taking up the rank for which it is valid.
- 2 The refresher and updating courses required by regulation I/11 shall be approved and include changes in relevant national and international regulations concerning the safety of life at sea and the protection of the marine environment and take account of any updating of the standard of competence concerned.

Section A-I/12

Standards governing the use of simulators

PART 1 - PERFORMANCE STANDARDS

General performance standards for simulators used in training

- 1 Each Party shall ensure that any simulator used for mandatory simulator-based training shall:
 - .1 be suitable for the selected objectives and training tasks;
 - .2 be capable of simulating the operating capabilities of shipboard equipment concerned, to a level of physical realism appropriate to training objectives, and include the capabilities, limitations and possible errors of such equipment;
 - .3 have sufficient behavioural realism to allow a trainee to acquire the skills appropriate to the training objectives;
 - .4 provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to the training objectives;
 - .5 provide an interface through which a trainee can interact with the equipment, the simulated environment and, as appropriate, the instructor, and
 - .6 permit an instructor to control, monitor and record exercises for the effective debriefing of trainees.

General performance standards for simulators used in assessment of competence

- 2 Each Party shall ensure that any simulator used for the assessment of competence required under the Convention or for any demonstration of continued proficiency so required shall:
 - .1 be capable of satisfying the specified assessment objectives;
 - .2 be capable of simulating the operational capabilities of the shipboard equipment concerned to a level of physical realism appropriate to the assessment objectives, and include the capabilities, limitations and possible errors of such equipment;
 - .3 have sufficient behavioural realism to allow a candidate to exhibit the skills appropriate to the assessment objectives;
 - .4 provide an interface through which a candidate can interact with the equipment and simulated environment;
 - .5 provide a controlled operating environment, capable of producing a variety of conditions, which may include emergency, hazardous or unusual situations relevant to assessment objectives; and
 - .6 permit an assessor to control, monitor and record exercises for the effective assessment of the performance of candidates.

Additional performance standards

- 3 In addition to meeting the basic requirements set out in paragraphs 1 and 2, simulation equipment to which this section applies shall meet the performance standards given hereunder in accordance with their specific type.

Radar simulation

- 4 Radar simulation equipment shall be capable of simulating the operational capabilities of navigational radar equipment which meets all applicable performance standards adopted by the Organization* and incorporate facilities to:
- .1 operate in the stabilized relative motion mode and sea and ground stabilized true motion modes
 - .2 model weather, tidal streams, current, shadow sectors, spurious echoes and other propagation effects, and generate coastlines, navigational buoys and search and rescue transponders; and
 - .3 create a real-time operating environment incorporating at least two own-ship stations with ability to change own ship's course and speed, and include parameters for at least 20 target ships and appropriate communication facilities.

Automatic Radar Plotting Aid (ARPA) simulation

- 5 ARPA simulation equipment shall be capable of simulating the operational capabilities of ARPAs which meet all applicable performance standards adopted by the Organization**, and shall incorporate the facilities for:
- .1 manual and automatic target acquisition;
 - .2 past track information;
 - .3 use of exclusion areas;
 - .4 vector/graphic time-scale and data display; and
 - .5 trial manoeuvres.

PART 2 - OTHER PROVISIONS**Simulator training objectives**

- 6 Each Party shall ensure that the aims and objectives of simulator-based training are defined within an overall training programme and that specific training objectives and tasks are selected so as to relate as closely as possible to shipboard tasks and practices.

Training procedures

- 7 In conducting mandatory simulator-based training, instructors shall ensure that:
- .1 trainees are adequately briefed beforehand on the exercise objectives and tasks and are given sufficient planning time before the exercise starts;
 - .2 trainees have adequate familiarization time on the simulator and with its equipment before any training or assessment exercise commences;
 - .3 guidance given and exercise stimuli are appropriate to the selected exercise objectives and tasks and to the level of trainee experience;
 - .4 exercises are effectively monitored, supported as appropriate by audio and visual observation of trainee activity and pre- and post-exercise evaluation reports;
 - .5 trainees are effectively debriefed to ensure that training objectives have been met and that operational skills demonstrated are of an acceptable standard;
 - .6 the use of peer assessment during debriefing is encouraged; and

* See resolutions A.222(VII) — Performance Standards for Navigational Radar Equipment, A.278(VIII) — Supplement to the Recommendation on Performance Standards for Navigational Radar Equipment, and resolution A.477(XII) — Performance Standards for Radar Equipment.

** See resolution A.422(XI) - Performance Standards for Automatic Radar Plotting Aids and resolution A.823(19) - Performance Standards for Automatic Radar Plotting Aids (ARPAs).

- .7 simulator exercises are designed and tested so as to ensure their suitability for the specified training objectives.

Assessment procedures

- 8 Where simulators are used to assess the ability of candidates to demonstrate levels of competency, assessors shall ensure that:
 - .1 performance criteria are identified clearly and explicitly and are valid and available to the candidates;
 - .2 assessment criteria are established clearly and are explicit to ensure reliability and uniformity of assessment and to optimise objective measurement and evaluation, so that subjective judgements are kept to the minimum;
 - .3 candidates are briefed clearly on the tasks and/or skills to be assessed and on the tasks and performance criteria by which their competency will be determined;
 - .4 assessment of performance takes into account normal operating procedures and any behavioural interaction with other candidates on the simulator or simulator staff;
 - .5 scoring or grading methods to assess performance are used with caution until they have been validated; and
 - .6 the prime criterion is that a candidate demonstrates the ability to carry out a task safely and effectively to the satisfaction of the assessor.

Qualifications of instructors and assessors*

- 9 Each Party shall ensure that instructors and assessors are appropriately qualified and experienced for the particular types and levels of training and corresponding assessment of competence as specified in regulation I/6 and section A-I/6.

Section A-I/13

Conduct of trials

(No provisions)

Section A-I/14

Responsibilities of companies

- 1 Companies,** masters and crew members each have responsibility for ensuring that the obligations set out in this section are given full and complete effect and that such other measures as may be necessary are taken to ensure that each crew member can make a knowledgeable and informed contribution to the safe operation of the ship.
- 2 The company shall provide written instructions to the master of each ship to which the Convention applies, setting forth the policies and the procedures to be followed to ensure that all seafarers who are newly employed on board the ship are given a reasonable opportunity to become familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of their duties, before being assigned to those duties. Such policies and procedures shall include:
 - .1 allocation of a reasonable period of time during which each newly employed seafarer will have an opportunity to become acquainted with:
 - .1.1 the specific equipment the seafarer will be using or operating, and
 - .1.2 ship-specific watchkeeping, safety, environmental protection and emergency procedures and arrangements the seafarer needs to know to perform the assigned duties properly; and

* IMO Model Course 6.09 - Training Course for Instructors, and IMO Model Course 3.12 - Examination and Certification of Seafarers may be of assistance in the preparation of courses.

** IMO Model Course 5.04 - Human Resources Management and IMO Model Course 6.03 - Aspects of Ship Administration for Company Office Staff may be of assistance in the preparation of courses.

- .2 designation of a knowledgeable crew member who will be responsible for ensuring that an opportunity is provided to each newly employed seafarer to receive essential information in a language the seafarer understands.

Section A-I/15

Transitional provisions
(No provisions)

Chapter II

Standards regarding the master and deck department

Section A-II/1

Mandatory minimum requirements for certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more

Standard of competence

- 1 Every candidate for certification shall:
 - .1 be required to demonstrate the competence to undertake, at operational level, the tasks, duties and responsibilities listed in column 1 of table A-II/1;
 - .2 at least hold an appropriate certificate for performing VHP radio-communications in accordance with the requirements of the Radio Regulations; and
 - .3 if designated to have primary responsibility for radiocommunications during distress incidents, hold an appropriate certificate issued or recognized under the provisions of the Radio Regulations.
- 2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/1.
- 3 The level of knowledge of the subjects listed in column 2 of table A-II/1 shall be sufficient for officers of the watch to carry out their watchkeeping duties.*
- 4 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 3-1 - Principles to be observed in keeping a navigational watch,# and shall also take into account the relevant requirements of this part and the guidance given in part B of this Code.
- 5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/1.

On-board training

- 6 Every candidate for certification as officer in charge of a navigational watch of ships of 500 gross tonnage or more whose seagoing service, in accordance with paragraph 2.2 of regulation II/1, forms part of a training programme approved as meeting the requirements of this section shall follow an approved programme of on board training which:
 - .1 ensures that during the required period of seagoing service the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch, taking into account the guidance given in section B-II/1 of this Code;
 - .2 is closely supervised and monitored by qualified officers aboard the ships in which the approved seagoing service is performed; and
 - .3 is adequately documented in a training record book or similar document.**

* IMO Model Course 7.03 — Officer in Charge of a Navigational Watch may be of assistance in the preparation of courses.

** IMO Model Course 7.03 - Officer in Charge of a Navigational Watch and a similar document produced by the International Shipping Federation may be of assistance in the preparation of training record books.

Near-coastal voyages

7 The following subjects may be omitted from those listed in column 2 of table A-II/1 for issue of restricted certificates for service on near-coastal voyages, bearing in mind the safety of all ships which may be operating in the same waters:

- .1 celestial navigation; and
- .2 those electronic systems of position fixing and navigation that do not cover the waters for which the certificate is to be valid.

Table A-II/1

Specification of minimum standard of competence for officers in charge of a navigational watch on ships of 500 gross tonnage or more

Function: Navigation at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a passage and determine position	<p><i>Celestial navigation</i></p> <p>Ability to use celestial bodies to determine the ship's position</p> <p><i>Terrestrial and coastal navigation</i></p> <p>Ability to determine the ship's position by use of:</p> <ol style="list-style-type: none"> .1 landmarks .2 aids to navigation, including lighthouses, beacons and buoys .3 dead reckoning, taking into account winds, tides, currents and estimated speed 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training <p>using: chart catalogues, charts, navigational publications, radio navigational warnings, sextant, azimuth mirror, electronic navigation equipment, echo-sounding equipment, compass</p>	<p>The information obtained from navigational charts and publications is relevant, interpreted correctly and properly applied. All potential navigational hazards are accurately identified</p> <p>The primary method of fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The position is determined within the limits of acceptable instrument/system errors</p> <p>The reliability of the information obtained from the primary method of position fixing is checked at appropriate intervals</p> <p>Calculations and measurements of navigational information are accurate</p>

Function: Navigation at the operational level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a passage and determine position (<i>continued</i>)	<p>Thorough knowledge of and ability to use navigational charts and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings and ships' routeing information</p> <p><i>NOTE:</i> ECDIS systems are considered to be included under the term "charts"</p> <p><i>Electronic systems of position fixing and navigation</i> Ability to determine the ship's position by use of electronic navigational aids</p> <p><i>Echo-sounders</i> Ability to operate the equipment and apply the information correctly</p> <p><i>Compass - magnetic and gyro</i> Knowledge of the principles of magnetic and gyro-compasses</p> <p>Ability to determine errors of the magnetic and gyro-compasses, using celestial and terrestrial means, and to allow for such errors</p>		<p>The charts selected are the largest scale suitable for the area of navigation and charts and publications are corrected in accordance with the latest information available</p> <p>Performance checks and tests to navigation systems comply with manufacturer's recommendations and good navigational practice</p> <p>Errors in magnetic and gyro-compasses are determined and correctly applied to courses and bearings</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a passage and determine position (<i>continued</i>)	<p data-bbox="338 239 544 292"><i>Steering control systems</i></p> <p data-bbox="338 328 544 619">Knowledge of steering control systems, operational procedures and change-over from manual to automatic control and vice versa. Adjustment of controls for optimum performance</p> <p data-bbox="338 654 544 680">Meteorology</p> <p data-bbox="338 716 544 848">Ability to use and interpret information obtained from shipborne meteorological instruments</p> <p data-bbox="338 883 544 1042">Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems</p> <p data-bbox="338 1077 544 1151">Ability to apply the meteorological information available</p>		<p data-bbox="800 319 1021 504">The selection of the mode of steering is the most suitable for the prevailing weather, sea and traffic conditions and intended manoeuvres</p> <p data-bbox="800 680 1021 839">Measurements and observations of weather conditions are accurate and appropriate to the passage</p> <p data-bbox="800 1051 1021 1151">Meteorological information is correctly interpreted and applied</p>

Function: Navigation at the operational level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe navigational watch	<p>Watchkeeping</p> <p>Thorough knowledge of the content, application and intent of the International Regulations for Preventing Collisions at Sea</p> <p>Thorough knowledge of the Principles to be observed in keeping a navigational watch</p> <p>Thorough knowledge of effective bridge teamwork procedures</p> <p>The use of routeing in accordance with the General Provisions on Ships' Routeing</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience;</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The conduct, hand-over and relief of the watch conforms with accepted principles and procedures</p> <p>A proper look-out is maintained at all times and in such a way as to conform to accepted principles and procedures</p> <p>Lights, shapes and sound signals conform with the requirements contained in the International Regulations for Preventing Collisions at Sea and are correctly recognized</p> <p>The frequency and extent of monitoring of traffic, the ship and the environment conform with accepted principles and procedures</p> <p>A proper record is maintained of the movements and activities relating to the navigation of the ship</p> <p>Responsibility for the safety of navigation is clearly defined at all times, including periods when the master is on the bridge and while under pilotage</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Use of radar and ARPA to maintain safety of navigation</p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned.</p>	<p>Radar navigation</p> <p>Knowledge of the fundamentals of radar and automatic radar plotting aids (ARPA)</p> <p>Ability to operate and to interpret and analyse information obtained from radar, including the following:</p> <p>Performance, including:</p> <ul style="list-style-type: none"> .1 factors affecting performance and accuracy .2 setting up and maintaining displays .3 detection of misrepresentation of information, false echoes, sea return, etc., raccons and SARTs <p>Use, including:</p> <ul style="list-style-type: none"> .1 range and bearing; course and speed of other ships; time and distance of closest approach of crossing, meeting overtaking ships .2 identification of critical echoes; detecting course and speed changes of other ships; effect of changes in own ship's course or speed or both 	<p>Assessment of evidence obtained from approved radar simulator and ARPA simulator training plus in-service experience</p>	<p>Information obtained from radar and ARPA is correctly interpreted and analysed, taking into account the limitations of the equipment and prevailing circumstances and conditions</p> <p>Action taken to avoid a close encounter or collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea</p> <p>Decisions to amend course and/or speed are both timely and in accordance with accepted navigation practice</p> <p>Adjustments made to the ship's course and speed maintain safety of navigation</p> <p>Communication is clear, concise and acknowledged at all times in a seamanlike manner</p> <p>Manoeuvring signals are made at the appropriate time and are in accordance with the International Regulations for Preventing Collisions at Sea</p>

Function: Navigation at the operational level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Use of radar and ARPA to maintain safety of navigation (continued)</p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned.</p>	<p>.3 application of the International Regulations for Preventing Collisions at Sea</p> <p>.4 plotting techniques and relative and true motion concepts</p> <p>.5 parallel indexing</p> <p>Principal types of ARPA, their display characteristics, performance standards and the dangers of over-reliance on ARPA</p> <p>Ability to operate and to interpret and analyse information obtained from ARPA, including:</p> <p>.1 system performance and accuracy, tracking capabilities and limitations, and processing delays</p> <p>.2 use of operational warnings and system tests</p> <p>.3 methods of target acquisition and their limitations</p> <p>.4 true and relative vectors, graphic representation of target information and danger areas</p> <p>.5 deriving and analysing information, critical echoes, exclusion areas and trial manoeuvres</p>		

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies	<p>Emergency procedures</p> <p>Precautions for the protection and safety of passengers in emergency situations</p> <p>Initial action to be taken following a collision or a grounding; initial damage assessment and control</p> <p>Appreciation of the procedures to be followed for rescuing persons from the sea, assisting a ship in distress, responding to emergencies which arise in port</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 practical training 	<p>The type and scale of the emergency is promptly identified</p> <p>Initial actions and, if appropriate, manoeuvring of the ship are in accordance with contingency plans and are appropriate to the urgency of the situation and nature of the emergency</p>
Respond to a distress signal at sea	<p><i>Search and rescue</i></p> <p>Knowledge of the contents of the IMO Merchant Ship Search and Rescue Manual (MERSAR)</p>	<p>Examination and assessment of evidence obtained from practical instruction or approved simulator training, where appropriate</p>	<p>The distress or emergency signal is immediately recognized</p> <p>Contingency plans and instructions in standing orders are implemented and complied with</p>

Function: Navigation at the operational level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use the Standard Marine Navigational Vocabulary as replaced by the IMO Standard Marine Communication Phrases and use English in written and oral form	<p>English language</p> <p>Adequate knowledge of the English language to enable the officer to use charts and other nautical publications, to understand meteorological information and messages concerning ship's safety and operation, to communicate with other ships and coast stations and to perform the officer's duties also with a multi-lingual crew, including the ability to use and understand the Standard Marine Navigational Vocabulary as replaced by the IMO Standard Marine Communication Phrases</p>	Examination and assessment of evidence obtained from practical instruction	<p>English language navigational publications and messages relevant to the safety of the ship are correctly interpreted or drafted</p> <p>Communications are clear and understood</p>
Transmit and receive information by visual signaling	<p><i>Visual signalling</i></p> <p>Ability to transmit and receive signals by Morse light</p> <p>Ability to use the International Code of Signals</p>	Assessment of evidence obtained from practical instruction	Communications within the operator's area of responsibility are consistently successful

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre the ship	<p><i>Ship manoeuvring and handling Knowledge of:</i></p> <ul style="list-style-type: none"> .1 the effects of deadweight, draught, trim, speed and under-keel clearance on turning circles and stopping distances .2 the effects of wind and current on ship handling .3 manoeuvres and procedures for the rescue of person overboard .4 squat, shallow-water and similar effects .5 proper procedures for anchoring and mooring 	<p><i>Examination and assessment of evidence obtained from one or more of the following:</i></p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved training on a manned scale ship model where appropriate 	<p>Safe operating limits of ship propulsion, steering and power systems are not exceeded in normal manoeuvres</p> <p>Adjustments made to the ship's course and speed maintain safety of navigation</p>

Function: Cargo handling and stowage at the operational level

Monitor the loading, stowage, securing and unloading of cargoes and their care during the voyage	<p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of the effect of cargo including heavy lifts on the seaworthiness and stability of the ship</p> <p>Knowledge of safe handling, stowage and securing of cargoes including dangerous, hazardous and harmful cargoes and their effect on the safety of life and of the ship</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	<p>Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules / regulations, equipment operating instructions and shipboard stowage limitations</p> <p>The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice</p>
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Function: Controlling the operation of the ship and care for persons on board at the operational level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment and anti-pollution procedures</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the' marine environment</p> <p>Anti-pollution procedures and all associated equipment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience 	<p>Procedures for monitoring ship-board operations and ensuring compliance with MARPOL requirements are fully observed</p>
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p>Understanding of the fundamentals of watertight integrity</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>The stability conditions comply with the IMO intact stability criteria under all conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Knowledge of fire prevention</p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Knowledge of action to be taken in the event of fire, including fires involving oil systems</p>	Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown, and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids.</p> <p>Knowledge of survival at sea techniques</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards

Function: Controlling the operation of the ship and care for persons on board at the operational level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply medical first aid on board ship	<p><i>Medical aid</i></p> <p>Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship</p>	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	The identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea and protection of the marine environment	Assessment of evidence obtained from examination or approved training	Legislative requirements relating to safety of life at sea and protection of the marine environment are correctly identified

Section A-II/2

Mandatory minimum requirements for certification of masters and chief mates on ships of 500 gross tonnage or more

Standard of competence

- 1 Every candidate for certification as master or chief mate of ships of 500 gross tonnage or more shall be required to demonstrate the competence to undertake, at the management level, the tasks, duties and responsibilities listed in column 1 of table A-II/2.
- 2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-II/1 for officers in charge of a navigational watch.
- 3 Bearing in mind that the master has ultimate responsibility for the safety of the ship, its passengers, crew and cargo, and for the protection of the marine environment against pollution by the ship and that a chief mate shall be in a position to assume that responsibility at any time, assessment in these subjects shall be designed to test their ability to assimilate all available information that affects the safety of the ship, its passengers, crew or cargo, or the protection of the marine environment.
- 4 The level of knowledge of the subjects listed in column 2 of table A-II/2 shall be sufficient to enable the candidate to serve in the capacity of master or chief mate.*
- 5 The level of theoretical knowledge, understanding and proficiency required under the different sections in column 2 of table A-II/2 may be varied according to whether the

* IMO Model Course 7.01 - Master and Chief Mate may be of assistance in the preparation of courses.

certificate is to be valid for ships of 3,000 gross tonnage or more or for ships of between 500 gross tonnage and 3,000 gross tonnage.

- 6 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.
- 7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/2.

Near-coastal voyages

- 8 An Administration may issue a certificate restricted to service on ships engaged exclusively on near-coastal voyages and, for the issue of such a certificate, may exclude such subjects as are not applicable to the waters or ships concerned, bearing in mind the effect on the safety of all ships which may be operating in the same waters.

Table A-II/2

Specification of minimum standard of competence for masters and chief mates on ships of 500 gross tonnage or more

Function: Navigation at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan a voyage and conduct navigation	<p>Voyage planning and navigation for all conditions by acceptable methods of plotting ocean tracks, taking into account, e.g.:</p> <ul style="list-style-type: none"> .1 restricted waters .2 meteorological conditions .3 ice .4 restricted visibility .5 traffic separation schemes .6 areas of extensive tidal effects <p>Routeing in accordance with the General Principles on Ships' Routeing</p> <p>Reporting in accordance with the Guidelines and Criteria for Ship Reporting Systems</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training <p>using: chart catalogues, charts, nautical publications and ship particulars</p>	<p>The equipment, charts and nautical publications required for the voyage are enumerated and appropriate to the safe conduct of the voyage.</p> <p>The reasons for the planned route are supported by facts and statistical data obtained from relevant sources and publications.</p> <p>Positions, courses, distances and time calculations are correct within accepted accuracy standards for navigational equipment.</p> <p>All potential navigational hazards are accurately identified.</p>

Function: Navigation at the management: level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Determine position and the accuracy of resultant position fix by any means	<p><i>Position determination in all conditions:</i></p> <ul style="list-style-type: none"> .1 by celestial observations .2 by terrestrial observations, including the ability to use appropriate charts, notices to mariners and other publications to assess the accuracy of the resulting position fix .3 using modern electronic navigational aids, with specific knowledge of their operating principles, limitations, sources of error, detection of misrepresentation of information and methods of correction to obtain accurate position fixing 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training <p>using:</p> <ul style="list-style-type: none"> .1 charts, nautical almanac, plotting sheets, chronometer, sextant and a calculator .2 charts, navigational publications and instruments (azimuth mirror, sextant, log, sounding equipment, compass) and manufacturers' manuals .3 radar, Decca, Loran, satellite navigation systems and appropriate navigational charts and publications 	<p>The primary method chosen for fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The fix obtained by celestial observations is within accepted accuracy levels</p> <p>The fix obtained by terrestrial observations is within accepted accuracy levels</p> <p>The accuracy of the resulting fix is properly assessed</p> <p>The fix obtained by the use of electronic navigational aids is within the accuracy standards of the systems in use. The possible errors affecting the accuracy of the resulting position are stated and methods of minimizing the effects of system errors on the resulting position are properly applied</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Determine and allow for compass errors	<p>Ability to determine and allow for errors of the magnetic and gyro-compasses</p> <p>Knowledge of the principles of magnetic and gyro-compasses</p> <p>An understanding of systems under the control of the master gyro and a knowledge of the operation and care of the main types of gyro-compass</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training <p>using: celestial observations, terrestrial bearings and comparison between magnetic and gyro-compasses</p>	<p>The method and frequency of checks for errors of magnetic and gyrocompasses ensures accuracy of information.</p>

Function: Navigation at the management level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Co-ordinate search and rescue operations	A thorough knowledge of and ability to apply the procedures contained in the IMO <i>Merchant Ship Search and Rescue Manual</i> (MERSAR)	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved laboratory equipment training <p>using: relevant publications, charts, meteorological data, particulars of ships involved, radiocommunication equipment and other available facilities and one or more of the following:</p> <ul style="list-style-type: none"> .1 approved SAR training course .2 approved simulator training, where appropriate .3 approved laboratory equipment training 	<p>The plan for co-ordinating search and rescue operations is in accordance with international guidelines and standards</p> <p>Radiocommunications are established and correct communication procedures are followed at all stages of the search and rescue operations</p>
Establish watch-keeping arrangements and procedures	<p>Thorough knowledge of content, application and intent of the International Regulations for Preventing Collisions at Sea</p> <p>Thorough knowledge of the content, application and intent of the Principles to be observed in keeping a navigational watch.</p> <p>Effective bridge teamwork procedures</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate 	<p>Watchkeeping arrangements and procedures are established and maintained in compliance with international regulations and guidelines so as to ensure the safety of navigation, protection of the marine environment and safety of the ship and persons on board.</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Maintain safe navigation through the use of radar and ARPA and modern navigation systems to assist command decision-making</p> <p><i>Note:</i> Training and assessment in the use of ARPA is not required for those who serve exclusively on ships not fitted with ARPA. This limitation shall be reflected in the endorsement issued to the seafarer concerned.</p>	<p>An appreciation of system errors and thorough understanding of the operational aspects of modern navigational systems, including radar and ARPA</p> <p>Blind pilotage techniques</p> <p>Evaluation of navigational information derived from a variety of sources, including radar and ARPA, in order to make and implement command decisions for collision avoidance and for directing the safe navigation of the ship</p> <p>The inter-relationship and optimum use of all navigational data available for conducting navigation</p>	<p>Assessment of evidence obtained from approved radar simulator and ARPA simulator training</p>	<p>Information obtained from radar and ARPA is correctly interpreted and analysed, taking into account the limitations of the equipment and prevailing circumstances and conditions</p> <p>Action taken to avoid a close encounter or collision with another vessel is in accordance with the International Regulations for Preventing Collisions at Sea</p>

Function: Navigation at the management level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Forecast weather and oceanographic conditions	<p>Ability to understand and interpret a synoptic chart and to forecast area weather, taking into account local weather conditions and information received by weather fax</p> <p>Knowledge of the characteristics of various weather systems, including tropical revolving storms and avoidance of storm centres and the dangerous quadrants</p> <p>Knowledge of ocean current systems</p> <p>Ability to calculate tidal conditions</p> <p>Use all appropriate navigational publications on tides and currents</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved laboratory equipment training</p>	<p>The likely weather conditions predicted for a determined period are based on all available information</p> <p>Actions taken to maintain safety of navigation minimize any risk to safety of the ship</p> <p>Reasons for intended action are backed by statistical data and observations of the actual weather conditions</p>
Respond to navigational emergencies	<p>Precautions when beaching a ship</p> <p>Action to be taken if grounding is imminent, and after grounding</p> <p>Refloating a grounded ship with and without assistance</p> <p>Action to be taken if collision is imminent and following a collision or impairment of the watertight integrity of the hull by any cause</p> <p>Assessment of damage control</p> <p>Emergency steering</p> <p>Emergency towing arrangements and towing procedures</p>	<p>Examination and assessment of evidence obtained from practical instruction, in-service experience and practical drills in emergency procedures</p>	<p>The type and scale of any problem is promptly identified and decisions and actions minimize the effects of any malfunction of the ship's systems</p> <p>Communications are effective and comply with established procedures</p> <p>Decisions and actions maximize safety of persons on board</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre and handle a ship in all conditions	<p>Manoeuvring and handling a ship in all conditions, including:</p> <ol style="list-style-type: none"> .1 manoeuvres when approaching pilot stations and embarking or disembarking pilots, with due regard to weather, tide, headreach and stopping distances .2 handling ship in rivers, estuaries and restricted waters, having regard to the effects of current, wind and restricted water on helm response .3 application of constant rate of turn techniques .4 manoeuvring in shallow water, including the reduction in under-keel clearance caused by squat, rolling and pitching .5 interaction between passing ships and between own ship and nearby banks (canal effect) .6 berthing and unbetthing under various conditions of wind, tide and current with and without tugs .7 ship and tug interaction .8 use of propulsion and manoeuvring systems 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate .3 approved manned scale ship model, where appropriate 	<p>All decisions concerning berthing and anchoring are based on a proper assessment of the ship's manoeuvring and engine characteristics and the forces to be expected while berthed alongside or lying at anchor</p> <p>While under way, a full assessment is made of possible effects of shallow and restricted waters, ice, banks, tidal conditions, passing ships and own ship's bow and stern wave so that the ship can be safely manoeuvred under various conditions of loading and weather</p>

Function: Navigation at the management level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre and handle a ship in all conditions <i>(continued)</i>	.9 choice of anchorage; anchoring with one or two anchors in limited anchorages and factors involved in determining the length of anchor cable to be used .10 dragging anchor; clearing fouled anchors .11 dry-docking, both with and without damage .12 management and handling of ships in heavy weather, including assisting a ship or aircraft in distress; towing operations; means of keeping an unmanageable ship out of trough of the sea, lessening drift and use of oil .13 precautions in manoeuvring to launch rescue boats or survival craft in bad weather .14 methods of taking on board survivors from rescue boats and survival craft .15 ability to determine the manoeuvring and propulsion of common types of ships with special reference to stopping distances and turning circles at various draughts and speeds		

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre and handle a ship in all - conditions <i>(continued)</i>	.16 importance of navigating at reduced speed to avoid damage caused by own ship's bow wave and stem wave .17 practical measures to be taken when navigating in or near ice or in conditions of ice accumulation on board .18 use of, and manoeuvring in and near, traffic separation schemes and in vessel traffic service (VTS) areas		
Operate remote controls of propulsion plant and engineering systems and services	Operating principles of marine power plants Ships' auxiliary machinery General knowledge of marine engineering terms	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved simulator training, where appropriate	Plant, auxiliary machinery and equipment is operated in accordance with technical specifications and within safe operating limits at all times

Function: Cargo handling and stowage at the management level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and ensure safe loading, stowage, securing, care during the voyage and unloading of cargoes	<p>Knowledge of and ability to apply relevant international regulations, codes and standards concerning the safe handling, stowage, securing and transport of cargoes</p> <p>Knowledge of the effect on trim and stability of cargoes and cargo operations</p> <p>Use of stability and trim diagrams and stress-calculating equipment, including automatic data-based (AOB) equipment, and knowledge of loading cargoes and ballasting in order to keep hull stress within acceptable limits</p> <p>Stowage and securing of cargoes on board ships, including cargo-handling gear and securing and lashing equipment</p> <p>Loading and unloading operations, with special regard to the transport of cargoes identified in the Code of Safe Practice for Cargo Stowage and Securing</p> <p>General knowledge of tankers and tanker operations</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training, where appropriate <p>using: stability, trim and stress tables, diagrams and stress-calculating equipment.</p>	<p>The frequency and extent of cargo condition monitoring is appropriate to its nature and prevailing conditions</p> <p>Unacceptable or unforeseen variations in the condition or specification of the cargo is promptly recognized and remedial action is immediately taken and designed to safeguard the safety of the ship and those on board</p> <p>Cargo operations are planned and executed in accordance with established procedures and legislative requirements</p> <p>Stowage and securing of cargoes ensures that stability and stress conditions remain within safe limits at all times during the voyage</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Carriage of dangerous cargoes	<p>International regulations, standards, codes and recommendations on the carriage of dangerous cargoes, including the International Maritime Dangerous Goods (IMDG) Code and the Code of Safe Practice for Solid Bulk Cargoes (BC Code)</p> <p>Carriage of dangerous, hazardous and harmful cargoes; precautions during loading and unloading and care during the voyage</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved simulator training where appropriate .3 approved specialist training 	<p>Planned distribution of cargo is based on reliable information and is in accordance with established guidelines and legislative requirements</p> <p>Information on dangers, hazards and special requirements is recorded in a format suitable for easy reference in the event of an incident</p>

Function: Controlling the operation of the ship and care for persons on board at the management level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control trim, stability and stress	<p>Understanding of fundamental principles of ship construction and the theories and factors affecting trim and stability and measures necessary to preserve trim and stability</p> <p>Knowledge of the effect on trim and stability of a ship in the event of damage to and consequent flooding of a compartment and countermeasures to be taken</p> <p>Knowledge of IMO recommendations concerning ship stability</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	<p>Stability and stress conditions are maintained within safe limits at all times</p>
Monitor and control compliance with legislative requirements and measures to insure safety of life at sea and the protection of the marine environment	<p>Knowledge of international maritime law embodied in international agreements and conventions</p> <p>Regard shall be paid especially to the following subjects:</p> <ol style="list-style-type: none"> .1 certificates and other documents required to be carried on board ships by international conventions, how they may be obtained and their period of validity .2 responsibilities under the relevant requirements of the International Convention on Load Lines 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator, training, where appropriate 	<p>Procedures for monitoring operations and maintenance comply with legislative requirements</p> <p>Potential non-compliance is promptly and fully identified</p> <p>Planned renewal and extension of certificates ensures continued validity of surveyed items and equipment</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor and control compliance with legislative requirements and measures to ensure safety of life at sea and the protection of the marine environment <i>(continued)</i>	.3 responsibilities under the relevant requirements of the International Convention for the Safety of Life at Sea .4 responsibilities under the international Convention for the Prevention of Pollution from Ships .5 maritime declarations of health and the requirements of the International Health Regulations .6 responsibilities under international instruments affecting the safety of the ship, passengers, crew and cargo .7 methods and aids to prevent pollution of the marine environment by ships .8 national legislation for implementing international agreements and conventions		

Function: Controlling the operation of the ship and care for persons on board at the management level (*continued*)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain safety and security of the ship's crew and passengers and the operational condition of life-saving, fire-fighting and other safety systems	<p>A thorough knowledge of life-saving appliance regulations (International Convention for the Safety of Life at Sea)</p> <p>Organization of fire and abandon ship drills</p> <p>Maintenance of operational condition of life-saving, fire-fighting and other safety systems</p> <p>Actions to be taken to protect and safeguard all persons on board in emergencies</p> <p>Actions to limit damage and save the ship following a fire, explosion, collision or grounding</p>	Examination and assessment of evidence obtained from practical instruction and approved in-service training and experience	Procedures for monitoring fire-detection and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established emergency procedures
Develop emergency and damage control plans and handle emergency situations	<p>Preparation of contingency plans for response to emergencies</p> <p>Ship construction, including damage control</p> <p>Methods and aids for fire prevention, detection and extinction</p> <p>Functions and use of life-saving appliances</p>	Examination and assessment of evidence obtained from approved in-service training and experience	Emergency procedures are in accordance with the established plans for emergency situations

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Organize and manage the crew	<p>A knowledge of personnel management, organization and training on board ship</p> <p>A knowledge of related international maritime conventions and recommendations, and national legislation</p>	Examination and assessment of evidence obtained from approved in-service training and experience	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on an assessment of current competence and capabilities and operational requirements</p>
Organize and manage the provision of medical care on board	<p>A thorough knowledge* of the use and contents of the following publications:</p> <ol style="list-style-type: none"> .1 International Medical Guide for Ships or equivalent national publications .2 Medical section of the International Code of Signals .3 Medical First Aid Guide for Use in Accidents Involving Dangerous Goods 	Examination and assessment of evidence obtained from approved training	Action taken and procedures followed correctly apply and make full use of advice available

Section A-II/3

Mandatory minimum requirements for certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage, engaged on near-coastal voyages

OFFICER IN CHARGE OF A NAVIGATIONAL WATCH

Standard of competence

- 1 Every candidate for certification shall:
 - .1 be required to demonstrate the competence to undertake, at operational level, the tasks, duties and responsibilities listed in column 1 of table A-II/3;

* The section on First Aid and Medical Care in the IMO/ILO *Document for Guidance* may be of assistance in the preparation of courses.

- .2 at least hold an appropriate certificate for performing VHP radio-communications in accordance with the requirements of the Radio Regulations; and
 - .3 if designated to have primary responsibility for radiocommunications during distress incidents, hold an appropriate certificate issued or recognized under the provisions of the Radio Regulations.
- 2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-II/3.
 - 3 The level of knowledge of the subjects listed in column 2 of table A-II/3 shall be sufficient to enable the candidate to serve in the capacity of officer in charge of a navigational watch.
 - 4 Training and experience to achieve unnecessary level of theoretical knowledge, understanding and proficiency shall be based on section A-VII/2, part 3-1 - Principles to be observed in keeping a navigational watch, and shall also take into account the relevant requirements of this part and the guidance given in part B of this Code.
 - 5 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-II/3.

Special training

- 6 Every candidate for certification as officer in charge of a navigational watch on ships of less than 500 gross tonnage, engaged on near-coastal voyages, who, in accordance with paragraph 4.2.1 of regulation II/3, is required to have completed special training, shall follow an approved programme of on-board training which:
 - .1 ensures that during the required period of seagoing service the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of a navigational watch, taking into account the guidance given in section B-II/1 of this Code;
 - .2 is closely supervised and monitored by qualified officers on board the ships in which the approved seagoing service is performed; and
 - .3 is adequately documented in a training record book or similar document.*

MASTER

- 7 Every candidate for certification as master on ships of less than 500 gross tonnage, engaged on near-coastal voyages, shall meet the requirements for an officer in charge of a navigational watch set out below and, in addition, shall be required to provide evidence of knowledge and ability to carry out all the duties of such a master.

* IMO Model Course 7.03 - *Officer in Charge of a Navigational Watch* and a similar document produced by the International Shipping Federation may be of assistance in the preparation of training record books.

Table A-II/3

Specification of minimum standard of competence for officers in charge of a navigational watch and for masters on ships of less than 500 gross tonnage engaged on near-coastal voyages

Function: Navigation at the operational level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a coastal passage and determine position	<p><i>Navigation</i></p> <p>Ability to determine the ship's position by the use of:</p> <ul style="list-style-type: none"> .1 landmarks .2 aids to navigation, including lighthouses, beacons and buoys .3 dead reckoning, taking into account winds, tides, currents and estimated speed 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training using: chart catalogues, charts, navigational publications, radio navigational warnings, sextant, azimuth mirror, electronic navigation equipment, echosounding equipment, compass 	<p>Information obtained from navigational charts and publications is relevant, interpreted correctly and properly applied</p> <p>The primary method of fixing the ship's position is the most appropriate to the prevailing circumstances and conditions</p> <p>The position is determined within the limits of acceptable instrument/system errors</p> <p>The reliability of the information obtained from the primary method of position fixing is checked at appropriate intervals</p> <p>Calculations and measurements of navigational information are accurate</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
<p>Plan and conduct a coastal passage and determine position (<i>continued</i>)</p>	<p>Thorough knowledge of and ability to use navigational charts and publications, such as sailing directions, tide tables, notices to mariners, radio navigational warnings and ships' routing information</p> <p>Reporting in accordance with the Guidelines and Criteria for Ship Reporting Systems <i>Note:</i> This item only required for certification as master <i>Navigational aids and equipment</i></p> <p>Ability to operate safely and determine the ship's position by use of all navigational aids and equipment commonly fitted on board the ships concerned <i>Compasses</i></p> <p>Knowledge of the errors and corrections of magnetic compasses</p> <p>Ability to determine errors of the compass using terrestrial means, and to allow for such errors</p>	<p>Assessment of evidence obtained from approved radar navigation and ARPA simulator training</p>	<p>Charts and publications selected are the largest scale on board suitable for the area of navigation and charts are corrected in accordance with the latest information available</p> <p>Performance checks and tests of navigation systems comply with manufacturer's recommendations, good navigational practice and IMO resolutions on performance standards for navigational equipment</p> <p>Interpretation and analysis of information obtained from radar is in accordance with accepted navigational practice and takes account of the limits and accuracy levels of radar.</p> <p>Errors in magnetic compasses are determined and applied correctly to courses and bearings</p>

Function: Navigation at the operational level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and conduct a coastal passage and determine position (<i>continued</i>)	<p><i>Automatic pilot</i></p> <p>Knowledge of automatic pilot systems and procedures; change-over from manual to automatic control and vice versa; adjustment of controls for optimum performance</p> <p><i>Meteorology</i></p> <p>Ability to use and interpret information obtained from shipborne meteorological instruments</p> <p>Knowledge of the characteristics of the various weather systems, reporting procedures and recording systems</p> <p>Ability to apply the meteorological information available</p>		<p>Selection of the mode of steering is the most suitable for prevailing weather, sea and traffic conditions and intended manoeuvres</p> <p>Measurements and observations of weather conditions are accurate and appropriate to the passage</p> <p>Meteorological information is evaluated and applied to maintain the safe passage of the vessel</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe navigational watch	<p><i>Watchkeeping</i></p> <p>Thorough knowledge of content, application and intent of the International Regulations for Preventing Collisions at Sea</p> <p>Knowledge of content of the Principles to be observed in keeping a navigational watch</p> <p>Use of routeing in accordance with the General Provisions on Ships' Routeing</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>The conduct, hand-over and relief of the watch conforms with accepted principles and procedures</p> <p>A proper look-out is maintained at all times and in conformity with accepted principles and procedures</p> <p>Lights, shapes and sound signals conform with the requirements contained in the International Regulations for Preventing Collisions at Sea and are correctly recognized</p> <p>The frequency and extent of monitoring of traffic, the ship and the environment conforms with accepted principles and procedures</p> <p>Action to avoid close encounters and collision with other vessels is in accordance with the International Regulations for Preventing Collisions at Sea.</p> <p>Decisions to adjust course and/or speed are both timely and in accordance with accepted navigation procedures</p> <p>A proper record is maintained of movements and activities relating to the navigation of the ship</p> <p>Responsibility for safe navigation is clearly defined at all times, including periods when the master is on the bridge and when under pilotage</p>

Function: Navigation at the operational level (*continued*)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Respond to emergencies	<p>Emergency procedures, including:</p> <ul style="list-style-type: none"> .1 precautions for the protection and safety of passengers in emergency situations .2 initial assessment of damage and damage control .3 action to be taken following a collision .4 action to be taken following a grounding <p>In addition, the following material should be included for certification as master:</p> <ul style="list-style-type: none"> .1 emergency steering .2 arrangements for towing and for being taken in tow .3 rescuing persons from the sea .4 assisting a vessel in distress .5 appreciation of the action to be taken when emergencies arise in port 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 practical instruction 	<p>The type and scale of the emergency is promptly identified</p> <p>Initial actions and, if appropriate, manoeuvring are in accordance with contingency plans and are appropriate to the urgency of the situation and the nature of the emergency</p>
Respond to a distress signal at sea	<p><i>Search and rescue</i></p> <p>Knowledge of the contents of the IMO <i>Merchant Ship Search and Rescue Manual</i> (MER-SAR)</p>	<p>Examination and assessment of evidence obtained from practical instruction or approved simulator training, where appropriate</p>	<p>The distress or emergency signal is immediately recognized</p> <p>Contingency plans and instructions in standing orders are implemented and complied with</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Manoeuvre the ship and operate small ship power plants	<p><i>Ship manoeuvring and handling</i></p> <p>Knowledge of factors affecting safe manoeuvring and handling</p> <p>The operation of small ship power plants and auxiliaries</p> <p>Proper procedures for anchoring and mooring</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	<p>Safe operating limits of ship propulsion, steering and power systems are not exceeded in normal manoeuvres</p> <p>Adjustments made to the ship's course and speed maintain safety of navigation</p> <p>Plant, auxiliary machinery and equipment is operated in accordance with technical specifications and within safe operating limits at all times</p>

Function: Cargo handling and stowage at the operational level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor the loading, stowage, securing and unloading of cargoes and (their care during the voyage	<p><i>Cargo handling, stowage and securing</i></p> <p>Knowledge of safe handling, stowage and securing of cargoes including dangerous, hazardous and harmful cargoes and their effect on the safety of life and of the ship</p> <p>Use of the International Maritime Dangerous Goods (IMDG) Code</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	<p>Cargo operations are carried out in accordance with the cargo plan or other documents and established safety rules/regulations, equipment operating instructions and shipboard stowage limitations</p> <p>The handling of dangerous, hazardous and harmful cargoes complies with international regulations and recognized standards and codes of safe practice</p>

Function: Controlling the operation of the ship and care for persons on board at the operational level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment and anti-pollution procedures</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment and anti-pollution procedures</p> <p>Anti-pollution procedures and all associated equipment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience 	<p>Procedures for monitoring ship-board operations and ensuring compliance with MARPOL requirements are fully observed</p>
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p>Understanding of the fundamentals of watertight integrity</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Stability conditions comply with the IMO intact stability criteria under all conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Knowledge of fire prevention</p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Understanding of action to be taken in the event of fire, including fires involving oil systems</p>	Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedures and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly.</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids.</p> <p><i>Knowledge of survival at sea techniques</i></p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards

Function: Controlling the operation of the ship and care for persons on board at the operational level (continued)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply medical first aid on board ship	<i>Medical aid</i> Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	The identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Monitor compliance with legislative requirements	<i>Basic working knowledge of the relevant IMO conventions concerning safety of life at sea and protection of the marine environment</i>	Assessment of evidence obtained from examination or approved training	Legislative requirements relating to safety of life at sea and protection of the marine environment are correctly identified

Section A-II/4

Mandatory minimum requirements for certification of ratings forming part of a navigational watch

Standard of competence

- 1 Every rating forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more shall be required to demonstrate the competence to perform the navigation function at the support level, as specified in column 1 of table A-II/4.
- 2 The minimum knowledge, understanding and proficiency required of ratings forming part of a navigational watch on a seagoing ship of 500 gross tonnage or more is listed in column 2 of table A-II/4.
- 3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-II/4. The reference to "practical test" in column 3 may include approved shore-based training in which the students undergo practical testing.
- 4 Where there are no tables of competence for the support level in respect to certain functions, it remains the responsibility of the Administration to determine the appropriate training, assessment and certification requirements to be applied to personnel designated to perform those functions at the support level.

Table A-II/4**Specification of minimum standard of competence for ratings forming part of a navigational watch****Function: Navigation at the support level**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Steer the ship and comply with helm orders also in the English language	Use of magnetic and gyro-compasses Helm orders Change-over from automatic pilot to hand steering and vice versa	Assessment of evidence obtained from: .1 practical test, or .2 approved in-service experience or approved training ship experience	A steady course is steered within acceptable limits having regard to the area of navigation and prevailing sea state. Alterations of course are smooth and controlled Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner
Keep a proper look-out by sight and hearing	Responsibilities of a look-out, including reporting the approximate bearing of a sound signal, light or other object in degrees or points	Assessment of evidence obtained from: .1 practical test, or .2 approved in-service experience or approved training ship experience	Sound signals, lights and other objects are promptly detected and their appropriate bearing in degrees or points is reported to the officer of the watch

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Contribute to monitoring and controlling a safe watch	<p>Shipboard terms and definitions</p> <p>Use of appropriate internal communication and alarm systems</p> <p>Ability to understand orders and to communicate with the officer of the watch in matters relevant to watch-keeping duties</p> <p>Procedures for the relief, maintenance and hand-over of a watch</p> <p>Information required to maintain a safe watch</p> <p>Basic environmental protection procedures</p>	Assessment of evidence obtained from approved in-service experience or approved training ship experience	<p>Communications are clear and concise and advice/clarification is sought from the officer on watch where watch information or instructions are not clearly understood</p> <p>Maintenance, hand-over and relief of the watch is in conformity with accepted practices and procedures</p>
Operate emergency equipment and apply emergency procedures	<p>Knowledge of emergency duties and alarm signals</p> <p>Knowledge of pyrotechnic distress signals; satellite EPIRBs and SARTs</p> <p>Avoidance of false distress alerts and action to be taken in event of accidental activation</p>	Assessment of evidence obtained from demonstration and approved in-service experience or approved training ship experience	<p>Initial action on becoming aware of an emergency or abnormal situation is in conformity with established practices and procedures</p> <p>Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner</p> <p>The integrity of emergency and distress alerting systems is maintained at all times</p>

Chapter III

Standards regarding the engine department

Section A-III/1

Mandatory minimum requirements for certification of officers in charge of an engineering watch in a manned engine-room or as designated duty engineers in a periodically unmanned engine-room

Training

- 1 The education and training required by paragraph 2.3 of regulation III/1 shall include training in mechanical and electrical workshop skills relevant to the duties of an engineer officer.

On-board training

- 2 Every candidate for certification as officer in charge of an engineering watch in a manned engine-room or as designated duty engineer in a periodically unmanned engine-room of ships powered by main propulsion machinery of 750 kW or more shall follow an approved programme of on-board training which:
 - .1 ensures that during the required period of seagoing service the candidate receives systematic practical training and experience in the tasks, duties and responsibilities of an officer in charge of an engine-room watch, taking into account the guidance given in section B-III/1 of this Code;
 - .2 is closely supervised and monitored by a qualified and certificated engineer officer aboard the ships in which the approved seagoing service is performed; and
 - .3 is adequately documented in a training record book.

Standard of competence

- 3 Every candidate for certification as officer in charge of an engineering watch in a manned engine-room or as designated duty engineer in a periodically unmanned engine-room on a seagoing ship powered by main propulsion machinery of 750 kW propulsion power or more shall be required to demonstrate ability to undertake, at the operational level, the tasks, duties and responsibilities listed in column 1 of table A-III/1.
- 4 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/1.
- 5 The level of knowledge of the material listed in column 2 of table A-III/1 shall be sufficient for engineer officers to carry out their watchkeeping duties.*
- 6 Training and experience to achieve the necessary theoretical knowledge, understanding and proficiency shall be based on section A-VIII/2, part 3-2 - Principles to be observed in keeping an engineering watch, and shall take into account the relevant requirements of this part and the guidance given in part B of this Code.
- 7 Candidates for certification for service in ships in which steam boilers do not form part of their machinery may omit the relevant requirements of table A-III/1. A certificate awarded on such a basis shall not be valid for service on ships in which steam boilers form part of a ship's machinery until the engineer officer meets the standard of competence in the items omitted from table A-III/1. Any such limitation shall be stated on the certificate and in the endorsement.
- 8 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/1.

* IMO Model Course 7.04 - Engineer Officer in Charge of a Watch may be of assistance in the preparation of courses.

Near-coastal voyages

- 9 The requirements of paragraphs 2.2 and 2.3 of regulation III/1 may be varied for engineer officers of ships powered by main propulsion machinery of less than 3,000 kW propulsion power engaged on near-coastal voyages, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

Table A -III/I

Specification of minimum standard of competence for officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room

Function: Marine engineering at the operational level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use appropriate tools for fabrication and repair operations typically performed on ships	<p>Characteristics and limitations of materials used in construction and repair of ships and equipment</p> <p>Characteristics and limitations of processes used for fabrication and repair</p> <p>Properties and parameters considered in the fabrication and repair of systems and components</p> <p>Application of safe working practices in the workshop environment</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p>	<p>Identification of important parameters for fabrication of typical ship related components is appropriate</p> <p>Selection of material is appropriate</p> <p>Fabrication is to designated tolerances</p> <p>Use of equipment and machine tools is appropriate and safe</p>
Use hand tools and measuring equipment for dismantling, maintenance, repair and reassembly of ship-board plant and equipment	<p>Design characteristics and selection of materials in construction of equipment</p> <p>Interpretation of machinery drawings and handbooks</p> <p>Operational characteristics of equipment and systems</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p>	<p>Safety procedures followed are appropriate</p> <p>Selection of tools and spare gear is appropriate</p> <p>Dismantling, inspecting, repairing and reassembling equipment is in accordance with manuals and good practice</p> <p>Re-commissioning and performance testing is in accordance with manuals and good practice</p>

Function: Marine engineering at the operational level (*continued*)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use hand tools, electrical and electronic measuring and test equipment for fault finding, maintenance and repair operations	<p>Safety requirements for working on shipboard electrical systems</p> <p>Construction and operational characteristics of shipboard AC and DC electrical systems and equipment</p> <p>Construction and operation of electrical test and measuring equipment</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved workshop skills training</p> <p>.2 approved practical experience and tests</p>	<p>Implementation of safety procedures is satisfactory</p> <p>Selection and use of test equipment is appropriate and interpretation of results is accurate</p> <p>Selection of procedures for the conduct of repair and maintenance is in accordance with manuals and good practice</p> <p>Commissioning and performance testing of equipment and systems brought back into service after repair is in accordance with manuals and good practice</p>
Maintain a safe engineering watch	<p>Thorough knowledge of Principles to be observed in keeping an engineering watch, including:</p> <p>.1 duties associated with taking over and accepting a watch</p> <p>.2 routine duties undertaken during a watch</p> <p>.3 maintenance of the machinery space log-book and the significance of the readings taken</p> <p>.4 duties associated with handing over a watch</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <p>.1 approved in-service experience</p> <p>.2 approved training ship experience</p> <p>.3 approved simulator training, where appropriate</p> <p>.4 approved laboratory equipment training</p>	<p>The conduct, handover and relief of the watch conforms with accepted principles and procedures</p> <p>The frequency and extent of monitoring of engineering equipment and systems conforms to manufacturers' recommendations and accepted principles and procedures, including Principles to be observed in keeping an engineering watch</p> <p>A proper record is maintained of the movements and activities relating to the ship's engineering systems</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain a safe engineering watch (continued)	<p>Safety and emergency procedures; change-over of remote/ automatic to local control of all systems</p> <p>Safety precautions to be observed during a watch and immediate actions to be taken in the event of fire or accident, with particular reference to oil systems</p>		
Use English in written and oral form	Adequate knowledge of the English language to enable the officer to use engineering publications and to perform engineering duties	Examination and assessment of evidence obtained from practical instruction	<p>English language publications relevant to engineering duties are correctly interpreted</p> <p>Communications are clear and understood</p>
Operate main and auxiliary machinery and associated control systems	<p>Main and auxiliary machinery:</p> <ol style="list-style-type: none"> .1 preparation of main machinery and preparation of auxiliary machinery for operation .2 operation of steam boilers, including combustion systems .3 methods of checking water level in steam boilers and action necessary if water level is abnormal .4 location of common faults in machinery and plant in engine and boiler rooms and action necessary to prevent damage 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Operations are planned and carried out in accordance with established rules and procedures to ensure safety of operations and avoid pollution of the marine environment</p> <p>Deviations from the norm are promptly identified</p> <p>The output of plant and engineering systems consistently meets requirements, including bridge orders relating to changes in speed and direction</p> <p>The causes of machinery malfunctions are promptly identified and actions are designed to ensure the overall safety of the ship and the plant, having regard to the prevailing circumstances and conditions</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate pumping systems and associated control systems	Pumping systems: .1 routine pumping operations .2 operation of bilge, ballast and cargo pumping systems	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Operations are planned and carried out in accordance with established rules and procedures to ensure safety of operations and avoid pollution of the marine environment

Function: Electrical, electronic and control engineering at the operational level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate alternators, generators and control systems	<i>Generating plant</i> Appropriate basic electrical knowledge and skills Preparing, starting, coupling and changing over alternators or generators Location of common faults and action to prevent damage <i>Control systems</i> Location of common faults and action to prevent damage	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training	Operations are planned and carried out in accordance with established rules and procedures to ensure safety of operations

Function: Maintenance and repair at the operational level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain marine engineering systems, including control systems	<p><i>Marine systems</i></p> <p>Appropriate basic mechanical knowledge and skills</p> <p><i>Safety and emergency procedures</i></p> <p>Safe isolation of electrical and other types of plant and equipment required before personnel are permitted to work on such plant or equipment</p> <p>Undertake maintenance and repair to plant and equipment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Isolation, dismantling and reassembly of plant and equipment is in accordance with accepted practices and procedures. Action taken leads to the restoration of plant by the method most suitable and appropriate to the prevailing circumstances and conditions</p>

Function: Controlling the operation of the ship and care for persons on board at the operational level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Ensure compliance with pollution-prevention requirements	<p><i>Prevention of pollution of the marine environment</i></p> <p>Knowledge of the precautions to be taken to prevent pollution of the marine environment</p> <p>Anti-pollution procedures and all associated equipment</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience 	<p>Procedures for monitoring shipboard operations and ensuring compliance with MARPOL requirements are fully observed</p>

Function: Controlling the operation of the ship and care for persons on board at the operational level (*continued*)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain seaworthiness of the ship	<p><i>Ship stability</i></p> <p>Working knowledge and application of stability, trim and stress tables, diagrams and stress-calculating equipment</p> <p>Understanding of the fundamentals of watertight integrity</p> <p>Understanding of fundamental actions to be taken in the event of partial loss of intact buoyancy</p> <p><i>Ship construction</i></p> <p>General knowledge of the principal structural members of a ship and the proper names for the various parts</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>The stability conditions comply with the IMO intact stability criteria under all conditions of loading</p> <p>Actions to ensure and maintain the watertight integrity of the ship are in accordance with accepted practice</p>
Prevent, control and fight fires on board	<p><i>Fire prevention and fire-fighting appliances</i></p> <p>Knowledge of fire prevention</p> <p>Ability to organize fire drills</p> <p>Knowledge of classes and chemistry of fire</p> <p>Knowledge of fire-fighting systems</p> <p>Action to be taken in the event of fire, including fires involving oil systems</p>	<p>Assessment of evidence obtained from approved fire-fighting training and experience as set out in section A-VI/3</p>	<p>The type and scale of the problem is promptly identified and initial actions conform with the emergency procedure and contingency plans for the ship</p> <p>Evacuation, emergency shutdown and isolation procedures are appropriate to the nature of the emergency and are implemented promptly</p> <p>The order of priority, and the levels and time-scales of making reports and informing personnel on board, are relevant to the nature of the emergency and reflect the urgency of the problem</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate life-saving appliances	<p><i>Life-saving</i></p> <p>Ability to organize abandon ship drills and knowledge of the operation of survival craft and rescue boats, their launching appliances and arrangements, and their equipment, including radio life-saving appliances, satellite EPIRBs, SARTs, immersion suits and thermal protective aids.</p> <p>Knowledge of survival at sea techniques</p>	Assessment of evidence obtained from approved training and experience as set out in section A-VI/2, paragraphs 1 to 4	Actions in responding to abandon ship and survival situations are appropriate to the prevailing circumstances and conditions and comply with accepted safety practices and standards
Apply medical first aid on board ship	<p><i>Medical aid</i></p> <p>Practical application of medical guides and advice by radio, including the ability to take effective action based on such knowledge in the case of accidents or illnesses that are likely to occur on board ship</p>	Assessment of evidence obtained from approved training as set out in section A-VI/4, paragraphs 1 to 3	Identification of probable cause, nature and extent of injuries or conditions is prompt and treatment minimizes immediate threat to life
Monitor compliance with legislative requirements	Basic working knowledge of the relevant IMO conventions concerning safety of life at sea and protection of the marine environment	Assessment of evidence obtained from examination or approved training	Legislative requirements relating to safety of life at sea and protection of the marine environment are correctly identified

Section A-III/2

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

Standard of competence

- 1 Every candidate for certification as chief engineer officer and second engineer officer of seagoing ships powered by main propulsion machinery of 3,000 kW power or more

shall be required to demonstrate ability to undertake, at the management level, the tasks, duties and responsibilities listed in column 1 of table A-III/2.

- 2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-III/1 for officers in charge of an engineering watch.
- 3 Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate's ability to assimilate all available information that affects the safe operation of the ship's machinery and the protection of the marine environment.
- 4 The level of knowledge of the subjects listed in column 2 of table A-III/2 shall be sufficient to enable the candidate to serve in the capacity of chief engineer officer or second engineer officer.*
- 5 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.
- 6 The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these knowledge requirements. Any such limitation shall be stated on the certificate and in the endorsement.
- 7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/2.

Near-coastal voyages

- 8 The level of knowledge, understanding and proficiency required under the different sections listed in column 2 of table A-III/2 may be varied for officers of ships with limited propulsion power engaged on near-coastal voyages, as considered necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

* IMO Model Course 7.02 - *Chief and Second Engineer Officer (Motor Ships)* may be of assistance in the preparation of courses.

Table A-III/2

Specification of minimum standard of competence for chief engineer officers and second engineer officers on ships powered by main propulsion machinery of 3,000 kW propulsion power or more

Function: Marine engineering at the management level

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Plan and schedule operations	<p>Theoretical knowledge</p> <p>Thermodynamics and heat transmission</p> <p>Mechanics and hydromechanics</p> <p>Operating principles of ship power installations (diesel, steam and gas turbine) and refrigeration</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience; .2 approved training ship experience; .3 approved simulator training, where appropriate 	<p>The planning and preparation' of operations is suited to the design parameters of the power installation and to the requirements of the voyage</p>
Start up and shut down main propulsion and auxiliary machinery, including associated systems	<p>Physical and chemical properties of fuels and lubricants</p> <p>Technology of materials</p> <p>Naval architecture and ship construction, including damage control</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience; .2 approved training ship experience; .3 approved simulator training, where appropriate. 	<p>The methods of preparing the start-up and of making available fuels, lubricants, cooling water and air are the most appropriate</p> <p>Checks of pressures, temperatures and revolutions during the start-up and warm-up period are in accordance with technical specifications and agreed work plans</p> <p>Surveillance of main propulsion plant and auxiliary systems is sufficient to maintain safe operating conditions</p> <p>The methods of preparing the shutdown and of supervising the cooling down of the engine are the most appropriate</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate, monitor and evaluate engine performance and capacity	<i>Practical knowledge</i> Operation and maintenance of: .1 marine diesel engines .2 marine steam propulsion plant .3 marine gas turbines Operation and maintenance of auxiliary machinery, including pumping and piping systems, auxiliary boiler plant and steering-gear systems Operation, testing and maintenance of control systems Operation and maintenance of cargo-handling equipment and deck machinery	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate	The methods of measuring the load capacity of the engines are in accordance with technical specifications Performance is checked against bridge orders Performance levels are in accordance with technical specifications
Maintain safety of engine equipment, systems and services	Operation and maintenance of auxiliary machinery, including pumping and piping systems, auxiliary boiler plant and steering-gear systems Operation, testing and maintenance of control systems Operation and maintenance of cargo-handling equipment and deck machinery	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience	Arrangements for ensuring the safe and efficient operation and condition of the machinery installation are suitable for all modes of operation
Manage fuel and ballast operations	Operation and maintenance of machinery, including pumps and piping systems	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate	Fuel and ballast operations meet operational requirements and are carried out so as to prevent pollution of the marine environment

Function: Marine engineering at the management level (*continued*)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use internal communication systems	Operation of all internal communication systems on board	Examination and assessment of evidence obtained from one or more of the following: <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	Transmission and reception of message* are consistently successful Communication records are complete, accurate and comply with statutory requirements

Function: Electrical, electronic and control engineering at the management level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate electrical and electronic control equipment	<p><i>Theoretical knowledge</i></p> <p>Marine electrotechnology, electronics and electrical equipment</p> <p>Fundamentals of automation, instrumentation and control systems</p> <p><i>Practical knowledge</i></p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Operation of equipment and system is in accordance with operating manuals</p> <p>Performance levels are in accordance with technical specifications</p>
Test, detect faults and maintain and restore electrical and electronic control equipment to operating condition	<p>Operation, testing and maintenance of electrical and electronic control equipment, including fault diagnostics</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate .4 approved laboratory equipment training 	<p>Maintenance activities are correctly planned in accordance with technical, legislative, safety and procedural specifications</p> <p>The effect of malfunctions on associated plant and systems is accurately identified, ship's technical drawings are correctly interpreted, measuring and calibrating instruments are correctly used and actions taken are justified</p>

Function: Maintenance and repair at the management level

Competence	Knowledge, Understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Organize safe maintenance and repair procedures	<i>Theoretical knowledge</i> Marine engineering practice <i>Practical knowledge</i> Organizing and carrying out safe maintenance and repair procedures	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved workshop training	Maintenance activities are correctly planned and carried out in accordance with technical, legislative, safety and procedural specifications Appropriate plans, specifications, materials and equipment are available for maintenance and repair Action taken leads to the restoration of plant by the most suitable method
Detect and identify the cause of machinery malfunctions and correct faults	<i>Practical knowledge</i> <i>Detection of machinery malfunction, location of faults and action to prevent damage</i>	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate	The methods of comparing actual operating conditions are in accordance with recommended practices and procedures Actions and decisions are in accordance with recommended operating specifications and limitations
Ensure safe working practices	<i>Practical knowledge</i> <i>Safe working practices</i>	Examination and assessment of evidence obtained from one or more of the following: .1 approved in-service experience .2 approved training ship experience	Working practices are in accordance with legislative requirements, codes of practice, permits to work and environmental concerns

Function: Controlling the operation of the ship and care for persons on board at the management level

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control trim, stability and stress	<p>Understanding of fundamental principles of ship construction and the theories and factors affecting trim and stability and measures necessary to preserve trim and stability</p> <p>Knowledge of the effect on trim and stability of a ship in the event of damage to and consequent flooding of a compartment and counter-measures to be taken</p> <p>Knowledge of IMO recommendations concerning ship stability</p>	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	<p>Stability and stress conditions are maintained within safety limits at all times</p>
Monitor and control compliance with legislative requirements and measures to ensure safety of life at sea and protection of the marine environment	<p>Knowledge of relevant international maritime law embodied in international agreements and conventions</p> <p>Regard shall be paid especially to the following subjects:</p> <ul style="list-style-type: none"> .1 certificates and other documents required to be carried on board ships by international conventions, how they may be obtained and the period of their legal validity .2 responsibilities under the relevant requirements of the International Convention on Load Lines 	<p>Examination and assessment of evidence obtained from one or more of the following:</p> <ul style="list-style-type: none"> .1 approved in-service experience .2 approved training ship experience .3 approved simulator training, where appropriate 	<p>Procedures for monitoring operations and maintenance comply with legislative requirements</p> <p>Potential non-compliance is promptly and fully identified</p> <p>Requirements for renewal and extension of certificates ensure continued validity of survey items and equipment</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Monitor and control compliance with legislative requirements and measures to ensure safety of life at sea and protection of the marine environment	<p>.3 responsibilities under the relevant requirements of the International Convention for the Safety of Life at Sea</p> <p>.4 responsibilities under the International Convention for the Prevention of Pollution from Ships</p> <p>.5 maritime declarations of health and the requirements of the International Health Regulations</p> <p>.6 responsibilities under international instruments affecting the safety of the ships, passengers, crew or cargo</p> <p>.7 methods and aids to prevent pollution of the environment by ships</p> <p>.8 knowledge of national legislation for implementing international agreements and conventions</p>		

Function: Controlling the operation of the ship and care for persons on board at the management level (*continued*)

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Maintain safety and security of the vessel, crew and passengers and the operational condition of life-saving, fire-fighting and other safety systems	<p>A thorough knowledge of life-saving appliance regulations (International Convention for the Safety of Life at Sea)</p> <p>Organization of fire and abandon ship drills</p> <p>Maintenance of operational condition of life-saving, fire-fighting and other safety systems</p> <p>Actions to be taken to protect and safeguard all persons on board in emergencies</p> <p>Actions to limit damage and save the ship following fire, explosion, collision or grounding</p>	Examination and assessment of evidence obtained from practical instruction and approved in-service training and experience	Procedures for monitoring fire-detection and safety systems ensure that all alarms are detected promptly and acted upon in accordance with established emergency procedures
Develop emergency and damage control plans and handle emergency situations	<p>Ship construction, including damage control</p> <p>Methods and aids for fire prevention, detection and extinction</p> <p>Functions and use of life-saving appliances</p>	Examination and assessment of evidence obtained from approved in-service training and experience	Emergency procedures are in accordance with the established plans for emergency situations
Organize and manage the crew	<p>A knowledge of personnel management, organization and training on board ships</p> <p>A knowledge of international man-time conventions and recommendations, and related national legislation</p>	Examination and assessment of evidence obtained from approved in-service training and experience	<p>The crew are allocated duties and informed of expected standards of work and behaviour in a manner appropriate to the individuals concerned</p> <p>Training objectives and activities are based on an assessment of current competence and capabilities and operational requirements</p>

Section A-III/3

Mandatory minimum requirements for certification of chief engineer officers and second engineer officers on ships powered by main propulsion machinery of between 750 kW and 3,000 kW propulsion power

Standard of competence

- 1 Every candidate for certification as chief engineer officer and second engineer officer of seagoing ships powered by main propulsion machinery of between 750 kW and 3,000 kW power shall be required to demonstrate ability to undertake, at management level, the tasks, duties and responsibilities listed in column 1 of table A-III/2.
- 2 The minimum knowledge, understanding and proficiency required for certification is listed in column 2 of table A-III/2. This incorporates, expands and extends in depth the subjects listed in column 2 of table A-III/1 for officers in charge of an engineering watch in a manned engine-room or designated duty engineers in a periodically unmanned engine-room.
- 3 Bearing in mind that a second engineer officer shall be in a position to assume the responsibilities of the chief engineer officer at any time, assessment in these subjects shall be designed to test the candidate's ability to assimilate all available information that affects the safe operation of the ship's machinery and the protection of the marine environment.
- 4 The level of knowledge of the subjects listed in column 2 of table A-III/2 may be lowered but shall be sufficient to enable the candidate to serve in the capacity of chief engineer officer or second engineer officer at the range of propulsion power specified in this section.
- 5 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take into account the relevant requirements of this part and the guidance given in part B of this Code.
- 6 The Administration may omit knowledge requirements for types of propulsion machinery other than those machinery installations for which the certificate to be awarded shall be valid. A certificate awarded on such a basis shall not be valid for any category of machinery installation which has been omitted until the engineer officer proves to be competent in these items. Any such limitation shall be stated on the certificate and in the endorsement.
- 7 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-III/2.

Near-coastal voyages

- 8 The level of knowledge, understanding and proficiency required under the different sections listed in column 2 of table A-III/2 and the requirements of paragraphs 2.1.1 and 2.1.2 of regulation III/3 may be varied for officers of ships engaged on near-coastal voyages, as considered necessary, bearing in mind the effect on the safety of all ships which may be operating in the same waters. Any such limitation shall be stated on the certificate and in the endorsement.

Section A-III/4***Mandatory minimum requirements for certification of ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room******Standard of competence***

- 1 Every rating forming part of an engine-room watch on a seagoing ship shall be required to demonstrate the competence to perform the marine engineering function at the support level, as specified in column 1 of table A-III/4.
- 2 The minimum knowledge, understanding and proficiency required of ratings forming part of an engine-room watch is listed in column 2 of table A-III/4.
- 3 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence in accordance with the methods for demonstrating competence and the criteria for evaluating competence specified in columns 3 and 4 of table A-III/4. The reference to "practical test" in column 3 may include approved shore-based training in which the students undergo practical testing.
- 4 Where there are no tables of competence for the support level in respect to certain functions, it remains the responsibility of the Administration to determine the appropriate training, assessment and certification requirements to be applied to personnel designated to perform those functions at the support level.

Table A-III/4**Specification of minimum standard of competence for rating forming part of an engineering watch****Function: Marine engineering at the support level**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for Demonstrating competence	Criteria for evaluating competence
<p>Carry out a watch routine appropriate to the duties of a rating forming part of an engine-room watch</p> <p>Understand orders and be understood in matters relevant to watchkeeping duties</p>	<p>Terms used in machinery spaces and names of machinery and equipment</p> <p>Engine-room watchkeeping procedures</p> <p>Safe working practices as related to engine-room operations</p> <p>Basic environmental protection procedures</p> <p>Use of appropriate internal communication system</p> <p>Engine-room alarm systems and ability to distinguish between the various alarms, with special reference to fire-extinguishing gas alarms</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience; .2 approved training ship experience; or .3 practical test 	<p>Communications are clear and concise and advice or clarification is sought from the officer of the watch where watch information or instructions are not clearly understood</p> <p>Maintenance, hand-over and relief of the watch is in conformity with accepted principles and procedures</p>
<p>For keeping a boiler watch:</p> <p>Maintain the correct water levels and steam pressures</p>	<p>Safe operation of boilers</p>	<p>Assessment of evidence obtained from one or more of the following:</p> <ol style="list-style-type: none"> .1 approved in-service experience; .2 approved training ship experience; or .3 practical test 	<p>Assessment of boiler condition is accurate and based on relevant information available from local and remote indicators and physical inspections</p> <p>The sequence and timing of adjustments maintains safety and optimum efficiency</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate emergency equipment and apply emergency procedures	<p>Knowledge of emergency duties</p> <p>Escape routes from machinery spaces</p> <p>Familiarity with the location and use of fire-fighting equipment in the machinery spaces</p>	Assessment of evidence obtained from demonstration and approved in-service experience or approved training ship experience	<p>Initial action on becoming aware of an emergency or abnormal situation conforms with established procedures</p> <p>Communications are clear and concise at all times and orders are acknowledged in a seamanlike manner</p>

Chapter IV

Standards regarding radio personnel

Section A-IV/1

Application

(No provisions)

Section A-IV/2

Mandatory minimum requirements for certification of GMDSS radio personnel

Standard of competence

- 1 The minimum knowledge, understanding and proficiency required for certification of GMDSS radio personnel shall be sufficient for radio personnel to carry out their radio duties. The knowledge required for obtaining each type of certificate defined in the Radio Regulations shall be in accordance with those regulations. In addition, every candidate for certification shall be required to demonstrate ability to undertake the tasks, duties and responsibilities listed in column 1 of table A-IV/2.
- 2 The knowledge, understanding and proficiency for endorsement under the Convention of certificates issued under the provisions of the Radio Regulations are listed in column 2 of table A-IV/2.
- 3 The level of knowledge of the subjects listed in column 2 of table A-IV/2 shall be sufficient for the candidate to carry out his duties.*
- 4 Every candidate shall provide evidence of having achieved the required standard of competence through:
 - 1 demonstration of competence to perform the tasks and duties and to assume responsibilities listed in column 1 of table A-IV/2, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
 - 2 examination or continuous assessment as part of an approved course of training based on the material set out in column 2 of table A-IV/2.

* The IMO Model Course related to each certificate (being developed) may be of assistance in the preparation of courses.

Table A-IV/2**Specification of minimum standard of competence for GMDSS radio operators****Function: Radiocommunications at the operational level**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Transmit and receive information using GMDSS subsystems and equipment and fulfilling the functional requirements of GMDSS	<p>In addition to the requirements of the Radio Regulations, a knowledge of:</p> <ol style="list-style-type: none"> .1 search and rescue radiocommunications, including procedures in the <i>IMO Merchant Ship Search and Rescue Manual</i> (MERSAR) .2 the means to prevent the transmission of false distress alerts and the procedures to mitigate the effects of such alerts .3 ship reporting systems .4 radio medical services .5 use of the International Code of Signals and the Standard Marine Navigational Vocabulary as replaced by the Standard Marine Communication Phrases .6 the English language, both written and spoken, for the communication of information relevant to safety of life at sea <p><i>Note:</i> This requirement may be reduced in the case of the Restricted Radio Operator's Certificate</p>	<p>Examination and assessment of evidence obtained from practical demonstration of operational procedures using:</p> <ol style="list-style-type: none"> .1 approved equipment .2 GMDSS communication simulator, where appropriate** .3 radiocommunication laboratory equipment 	<p>Transmission and reception of communications comply with international regulations and procedures and are carried out efficiently and effectively</p> <p>English language messages relevant to the safety of the ship and persons on board and protection of the marine environment are correctly handled</p>

** See paragraph 41 of section B-I/12 of this Code.

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Provide radio services in emergencies	<p>The provision of radio services in emergencies such as:</p> <ol style="list-style-type: none"> .1 abandon ship .2 fire on board ship .3 partial or full break-down of radio installations <p>Preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical and non-ionizing radiation hazards</p>	<p>Examination and assessment of evidence obtained from practical demonstration of operational procedures using:</p> <ol style="list-style-type: none"> .1 approved equipment .2 GMDSS communication simulator, where appropriate* .3 radiocommunication laboratory equipment 	Response is carried out efficiently and effectively

Chapter V

Standards regarding special training requirements for personnel on certain types of ships

Section A-V/I

Mandatory minimum requirements for the training and qualifications of masters, officers and ratings on tankers

TANKER FAMILIARIZATION COURSE*

- 1 The tanker familiarization course referred to in paragraph 1.2 of regulation V/I shall cover at least the syllabus given in paragraphs 2 to 7 below.

Characteristics of cargoes

- 2 An outline treatment including practical demonstration of the physical properties of oil, chemicals and gases carried in bulk; vapour pressure/temperature relationship; influence of pressure on boiling temperature; explanation of saturated vapour pressure, diffusion, partial pressure, flammability limits, flashpoint and auto-ignition temperature; practical significance of flashpoint and lower flammable limit; simple explanation of types of electrostatic charge generation; chemical symbols and structures; elements of the chemistry of acids and bases and chemical reactions of well-known groupings sufficient to enable proper utilization of codes.

Toxicity

- 3 Simple explanation of principles and basic concepts; toxicity limits, both acute and chronic effects of toxicity, systemic poisons and irritants.

* See paragraph 41 of section B-I/12 of this Code.

* The following IMO Model Courses may be of assistance in the preparation of courses.

- .1 IMO Model Course 1.01 - *Oil Tanker Familiarization*
- .2 IMO Model Course 1.03 - *Chemical Tanker Familiarization*
- .3 IMO Model Course 1.05 - *Liquefied Gas Tanker Familiarization*

Hazards

- 4 An explanation of hazards, including:
 - .1 explosion and flammability hazards, flammability limits and sources of ignition and explosion;
 - .2 health hazards, including the dangers of skin contact, inhalation and ingestion; oxygen deficiency, with particular reference to inert gas systems; harmful properties of cargo carried; accidents to personnel and associated first-aid do's and don'ts;
 - .3 hazards to the environment, covering: the effect on human and marine life from the release of oil, chemicals or gases; effect of specific gravity and solubility; danger from vapour cloud drift; effect of vapour pressure and atmospheric conditions;
 - .4 reactivity hazards; self-reaction; polymerization; effects of temperature; impurities as catalysts; reaction with air, water and other chemicals; and
 - .5 corrosion hazards, covering: the dangers to personnel; attacks on constructional materials; effects of concentration and evolution of hydrogen.

Hazard control

- 5 Inerting, water padding, drying agents and monitoring techniques; anti-static measures; ventilation; segregation; cargo inhibition and the importance of compatibility of materials.

Safety equipment and protection of personnel

- 6 The function and calibration of measuring instruments and similar equipment; specialized fire-extinguishing appliances; breaching apparatus and tanker evacuating equipment; safe use of protective clothing and equipment; use of resuscitators and other rescue and escape equipment.

Pollution prevention

- 7 Procedures to be followed to prevent air and water pollution and measures to be taken in the event of spillage, including the need to:
 - .1 immediately report all relevant information to the appropriate officials when a spill is detected or when a malfunction has occurred which poses a risk of a spill;
 - .2 promptly notify shore-based response personnel; and
 - .3 properly implement shipboard spill-containment procedures.

OIL TANKER TRAINING PROGRAMME

- 8 The specialized training programme referred to in paragraph 2.2 of regulation V/I appropriate to duties on oil tankers shall provide theoretical and practical knowledge of the subjects specified in paragraphs 9 to 14 below.*

Regulations and codes of practice

- 9 Familiarization with the appropriate provisions of relevant international conventions; relevant international and national codes; the IMO *Manual on Oil Pollution*; relevant tanker safety guides** and relevant port regulations as commonly applied.

* IMO Model Course 1.02 - Advanced Training Programme on *Oil Tanker Operations* may be of assistance in the preparation of courses.

** The latest editions of the following non-IMO documents may be of assistance in the preparation of courses:

- .1 ICS, *Safety in Oil Tankers* (International Chamber of Shipping, Carthusian Court, 12 Carthusian Street, London EC1M 6EB)
- .2 ICS/OCIMF/IAPH, *International Safety Guide for Oil Tankers and Terminals* (Witherby and Co. Ltd., 32/36 Aylesbury Street, London EC1R. GET, U.K.) (ISBN 0-948691-62-X)
- .3 International Chamber of Shipping/Oil Companies International Marine Forum, *Ship to Ship Transfer Guide (Petroleum)* (Witherby & Co. Ltd., London) (ISBN 0-948691-49-2)

Design and equipment of oil tankers

- 10 Familiarization with piping, pumping, tank and deck arrangements; types of cargo pumps and their application to various types of cargo; tank cleaning, gas-freeing and inciting systems; cargo tank venting and accommodation ventilation; gauging systems and alarms; cargo heating systems; and the safety aspects of electrical systems.

Cargo characteristics

- 11 Knowledge of the chemical and physical properties of different oil cargoes.

Ship operations

- 12 Cargo calculations; loading and discharging plans; loading and discharge procedures, including ship-to-ship transfers; checklists; use of monitoring equipment; importance of proper supervision of personnel; gas-freeing operations and tank cleaning operations; where appropriate, crude oil washing procedures and the operation and maintenance of inert gas systems; control of entry into pump-rooms and enclosed spaces; use of gas-detecting and safety equipment; load-on-top and proper ballasting and deballasting procedures; air and water pollution prevention.

Repair and maintenance

- 13 Precautions to be taken before and during repair and maintenance work, including that affecting pumping, piping, electrical and control systems; safety factors necessary in the performance of hot work; control of hot work and proper hot-work procedures.

Emergency operations

- 14 The importance of developing ship emergency plans; cargo operations emergency shutdown; action in the event of failure of services essential to cargo; fire fighting on oil tankers; action following collision, stranding or spillage; medical first-aid procedures and the use of resuscitation equipment; use of breathing apparatus for safe entry into and rescue from enclosed spaces.

CHEMICAL TANKER TRAINING PROGRAMME

- 15 The specialized training programme referred to in paragraph 2.2 of regulation V/I appropriate to duties on chemical tankers shall provide theoretical and practical knowledge of the subjects specified in paragraphs 16 to 21 below.*

Regulations and codes of practice

- 16 Familiarization with relevant international conventions and relevant IMO and national codes and with relevant tanker safety guides** and relevant port regulations as commonly applied.

.4 International Chamber of Shipping/Oil Companies International Marine Forum, *Clean Seas Guide for Oil Tankers (Retention of oil residues on board)* (Witherby & Co. Ltd., London) (ISBN 0-948691-15-8)

.5 ICS, *Guide to Helicopter/Ship Operations* (Witherby & Co. Ltd., London) ISBN 0-948691-44-1)

* IMO Model Course 1.04 - *Advanced Training Programme on Chemical Tanker Operations* may be of assistance in the preparation of courses.

** The latest editions of the following non-IMO documents may be of assistance in the preparation of courses.

.1 ICS, *Safety in Chemical Tankers* (International Chamber of Shipping, Carthusian Court, 12 Carthusian Street, London EC1M 6EB).

.2 ICS, *Tanker Safety Guide (Chemicals)* (Witherby Marine Publishing, 32/36 Aylesbury Street, London EC1R 6ET, U.K.) (ISBN 0-948691-50-6)

.3 ICS/OCIMF/IAPH, *International Safety Guide for Oil Tankers and Terminals* (Witherby Manne Publishing, London) (ISBN 0-948691-62-X)

Design and equipment of chemical tankers

- 17 A brief description of specialized piping, pumping and tank arrangements, overflow control; types of cargo pumps and their application to various types of cargo; tank cleaning and gas-freeing systems; cargo tank venting; vapour-return systems; accommodation ventilation, airlocks; gauging systems and alarms; tank temperature control systems and alarms; the safety factors of electrical systems.

Cargo characteristics

- 18 Sufficient knowledge of liquid chemical cargo characteristics to allow proper use of relevant cargo safety guides***.

Ship operations

- 19 Cargo calculations; loading and discharging plans; loading and discharge procedures; vapour-return systems; checklists; use of monitoring equipment; gas-freeing operations and tank cleaning operations, including proper use of absorption and wetting agents and detergents; use and maintenance of inert atmospheres; control of entry into pump-rooms and enclosed spaces; use of detecting and safety equipment; disposal of waste and washings.

Repair and maintenance

- 20 Precautions to be taken before the repair and maintenance of pumping, piping, electrical and control systems.

Emergency operations

- 21 The importance of developing ship emergency plans; cargo operations emergency shutdown; action in the event of failure of services essential to cargo; fire fighting on chemical tankers; action following collision, stranding or spillage; medical first-aid procedures and the use of resuscitation and decontamination equipment; use of breathing apparatus and escape equipment; safe entry into and rescue from enclosed spaces.

LIQUEFIED GAS TANKER TRAINING PROGRAMME

- 22 The specialized training programme referred to in paragraph 2.2 of regulation V/I appropriate to the duties on liquefied gas tankers shall provide theoretical and practical knowledge of the subjects specified in paragraphs 23 to 34 below.*

.4 ICS/OCIMF/IAPH/INTERTANKO/CEFIC/SIGTTO, *Ship/Shore Safety Check List Guidelines* (Witherby Manne Publishing, London) (ISBN 0-854930-28-0)

.5 ICS/OCIMF, *Ship to Ship Transfer Guide (Petroleum)* (Witherby & Co. Ltd., London) (ISBN 0-948691-49-2)

.6 U.S. Coast Guard, *CHRIS Manual 2, Hazardous Chemical Data* (Government Printing Office, Washington, D.C.)

.7 *Tank Cleaning Guide* (Rotterdam, B.V. Chemical Laboratory "Dr. A. Verway")

.8 Bureau VERITAS, *Gas and Chemical Ships' Safety Handbook* (Lloyd's of London Press Ltd., London) (ISBN 1-85044-089-1)

.9 ICS, *Guide to Helicopter/Ship Operations* (Witherby & Co. Ltd., London) (ISBN 0-948691-44-1)

*** See footnote on previous page.

* IMO Model Course 1.06 - *Advanced Training Programme on Liquefied Gas Tanker Operations* may be of assistance in the preparation of courses.

Regulations and codes of practice

- 23 Familiarization with relevant international conventions and relevant IMO, national and industry codes.**
- 24 Familiarization with the ship design and equipment of liquefied gas tankers; types of liquefied gas tankers; cargo-containment systems (construction, surveys); cargo-handling equipment (pumps, piping systems); cargo conditioning systems (warm-up, cool-down); tank atmosphere control systems (inert gas, nitrogen); instrumentation of cargo-containment and -handling systems; fire-fighting system and safety and rescue equipment.

Fire fighting

- 25 Advanced practical fire-fighting techniques and tactics applicable to gas tankers, including the use of water-spray systems.

Chemistry and physics

- 26 An introduction to basic chemistry and physics as it relates to the safe carriage of liquefied gases in bulk in ships, covering:
- 1 the properties and characteristics of liquefied gases and their vapours, including the definition of gas; simple gas laws; the gas equation; density of gases; diffusion and mixing of gases; compression of gases; liquefaction of gases; refrigeration of gases; critical temperature; the practical significance of flashpoint; upper and lower explosive limits; auto-ignition temperature; compatibility of gases; reactivity; polymerization and inhibitors.
 - 2 the properties of single liquids, including densities of liquids and vapours; variation with temperature; vapour pressure and temperature; enthalpy; vaporization and boiling liquids; and
 - 3 the nature and properties of solutions, including the solubility of gases in liquids; miscibility between liquids and effects of temperature change; densities of solutions and dependence on temperature and concentration; effects of dissolved substances on melting and boiling points; hydrates, their formation and dispersion; hygroscopicity; drying of air and other gases; dewpoint and low-temperature effects.

Health hazards

- 27 Familiarization with health hazards relevant to the carriage of liquefied gas, covering:
- 1 toxicity, including the modes by which liquefied gases and their vapours may be toxic; the toxic properties of inhibitors and of products of combustion of both materials of construction and of liquefied gases carried; acute and chronic effects of toxicity, systemic poisons and irritants; and the Threshold Limit Value (TLV);
 - 2 hazards of skin contact, inhalation and ingestion; and
 - 3 medical first aid and administering of antidotes.

** The latest editions of the following non-IMO documents may be of assistance in the preparation of courses:

- 1 SIGTTO, *Liquefied Gas Handling Principles on Ships and in Terminals* (Witherby Marine Publishing, 32/36 Aylesbury Street, London EC1R 6ET, U.K.) (ISBN 0-900886-93-5)
- 2 International Chamber of Shipping, *Tanker Safety Guide* (Liquefied Cos) (Witherby & Co. Ltd., London) (ISBN 0-906270-01-4)
- 3 ICS/OCIMF, *Ship to Ship Transfer Guide (Liquefied Gases)* (Witherby & Co. Ltd., London) (ISBN 0-900886-51-X)
- 4 ICS, *Guide to Helicopter/Ship Operations* (Witherby & Co. Ltd., London) (ISBN 0-948691-44-1).

Cargo containment

- 28 Principles of containment systems; rules; surveys; tank construction, materials, coatings, insulation and compatibility.

Pollution

- 29 Hazards to human life and to the marine environment; the effect of specific gravity and solubility; danger from vapour cloud drift and the jettisoning of cryogenic liquids.

Cargo-handling systems

- 30 A description of the main types of pumps and pumping arrangements and vapour-return systems, piping systems and valves; an explanation of pressure, vacuum, suction, flow, head; filters and strainers; expansion devices; flame screens; commonly used inert gases; storage, generation and distribution systems; temperature and pressure monitoring systems; cargo vent systems; liquid re-circulation and re-liquefaction systems; cargo gauging, instrumentation systems and alarms; gas detection and monitoring systems; CO₂ monitoring systems; cargo boil-off systems and auxiliary systems.

Ship operating procedures

- 31 Loading and discharging preparations and procedures; checklists; cargo condition maintenance on passage and in harbour, segregation of cargoes and procedures for cargo transfer; changing cargoes, tank cleaning procedures; cargo sampling; ballasting and deballasting; warm up and gas-freeing procedures; and procedures for cool down of a gas-free system from ambient temperature and the safety precautions involved.

Safety practices and equipment

- 32 The function, calibration and use of portable measuring instruments; fire-fighting equipment and procedures; breathing apparatus; resuscitators; escape sets; rescue equipment; protective clothing and equipment; entry into enclosed spaces; precautions to be observed before and during repair and maintenance of cargo and control systems; supervision of personnel during potentially hazardous operations; types and principles of certified safe electrical equipment and sources of ignition.

Emergency procedures

- 33 The importance of developing ship emergency plans; emergency shutdown of cargo operations; emergency cargo valve closing systems; action to be taken in the event of failure of systems or services essential to cargo; and action to be taken following collision or stranding, spillage and envelopment of the ship in toxic or flammable vapour.

General principles of cargo operations

- 34 Inciting cargo tank and void spaces; tank cool down and loading; operations during loaded and ballasted voyages; discharging and tank stripping and emergency procedures, including pre-planned action in the event of leaks, fire, collision, stranding, emergency cargo discharge and personnel casualty.

Section A-V/2***Mandatory minimum requirements for the training and qualifications of masters, officers, ratings and other personnel on ro-ro passenger ships******Crowd management training***

- 1 The crowd management training required by regulation V/2, paragraph 4 for personnel designated on muster lists to assist passengers in emergency situations shall include, but not necessarily be limited to:
- .1 awareness of life-saving appliance and control plans, including:
 - .1.1 knowledge of muster lists and emergency instructions,
 - .1.2 knowledge of the emergency exits, and

- .1.3 restrictions on the use of elevators;
- .2 the ability to assist passengers en route to muster and embarkation stations, including:
 - .2.1 the ability to give clear reassuring orders,
 - .2.2 the control of passengers in corridors, staircases and passageways,
 - .2.3 maintaining escape routes clear of obstructions,
 - .2.4 methods available for evacuation of disabled persons and persons needing special assistance, and
 - .2.5 search of accommodation spaces;
- .3 mustering procedures, including:
 - .3.1 the importance of keeping order,
 - .3.2 the ability to use procedures for reducing and avoiding panic,
 - .3.3 the ability to use, where appropriate, passenger lists for evacuation counts, and
 - .3.4 the ability to ensure that the passengers are suitably clothed and have donned their lifejackets correctly.

Familiarization training

- 2 The familiarization training required by regulation V/2, paragraph 5 shall at least ensure attainment of the abilities that are appropriate to the capacity to be filled and the duties and responsibilities to be taken up, as follows:

Design and operational limitations

- .1 Ability to properly understand and observe any operational limitations imposed on the ship, and to understand and apply performance restrictions, including speed limitations in adverse weather, which are intended to maintain the safety of life, ship and cargo.

Procedures for opening, closing and securing hull openings

- .2 Ability to apply properly the procedures established for the ship regarding the opening, closing and securing of bow, stern, and side doors and ramps and to correctly operate the related systems.

Legislation, codes and agreements affecting ro-ro passenger ships

- .3 Ability to understand and apply international and national requirements for ro-ro passenger ships relevant to the ship concerned and the duties to be performed.

Stability and stress requirements and limitations

- .4 Ability to take proper account of stress limitations for sensitive parts of the ship such as bow doors and other closing devices that maintain watertight integrity and of special stability considerations which may affect the safety of ro-ro passenger ships.

Procedures for the maintenance of special equipment on ro-ro passenger ships

- .5 Ability to apply properly the shipboard procedures for maintenance of equipment peculiar to ro-ro passenger ships such as bow, stern and side doors and ramps, scuppers and associated systems.

Loading and cargo securing manuals and calculators

- .6 Ability to make proper use of the loading and securing manuals in respect of all types of vehicles and rail can where applicable, and to calculate and apply stress limitations for vehicle decks.

Dangerous cargo areas

- .7 Ability to ensure proper observance of special precautions and limitations applying to designated dangerous cargo areas.

Emergency procedures

- .8 Ability to ensure proper application of any special procedures to:
 - .8.1 prevent or reduce the ingress of water on vehicle decks,
 - .8.2 remove water from vehicle decks, and
 - .8.3 minimize effects of water on vehicle decks.

Safety training for personnel providing direct service to passengers in passenger spaces

- 3 The additional safety training required by regulation V/2, paragraph 6, shall at least ensure attainment of the abilities as follows:

Communication

- .1 Ability to communicate with passengers during an emergency, taking into account:
 - .1.1 the language or languages appropriate to the principal nationalities of passengers carried on the particular route,
 - .1.2 the likelihood that an ability to use an elementary English vocabulary for basic instructions can provide a means of communicating with a passenger in need of assistance whether or not the passenger and crew member share a common language,
 - .1.3 the possible need to communicate during an emergency by some other means such as by demonstration, or hand signals, or calling attention to the location of instructions, muster stations, life-saving devices or evacuation routes, when oral communication is impractical,
 - .1.4 the extent to which complete safety instructions have been provided to passengers in their native language or languages, and
 - .1.5 the languages in which emergency announcements may be broadcast during an emergency or drill to convey critical guidance to passengers and to facilitate crew members in assisting passengers.

Life-saving appliances

- .2 Ability to demonstrate to passengers the use of personal life-saving appliances.

Passenger safety, cargo safety and hull integrity training

- 4 The passenger safety, cargo safety and hull integrity training required by regulation V/2, paragraph 7, for masters, chief mates, chief engineer officers, second engineer officers and persons assigned immediate responsibility for embarking and disembarking passengers, for loading, discharging or securing cargo or for closing hull openings shall at least ensure attainment of the abilities that are appropriate to their duties and responsibilities as follows:

Loading and embarkation procedures

- .1 Ability to apply properly the procedures established for the ship regarding:
 - .1.1 loading and discharging vehicles, rail cars and other cargo transport units, including related communications,
 - .1.2 lowering and hoisting ramps,
 - .1.3 setting up and stowing retractable vehicle decks, and
 - .1.4 embarking and disembarking passengers, with special attention to disabled persons and persons needing assistance.

Carriage of dangerous goods

- .2 Ability to apply any special safeguards, procedures and requirements regarding the carriage of dangerous goods on board ro-ro passenger ships.

Securing cargoes

- .3 Ability to:
 - .3.1 apply correctly the provisions of the Code of Safe Practice for Cargo Stowage and Securing to the vehicles, rail cars and other cargo transport units carried; and
 - .3.2 use properly the cargo-securing equipment and materials provided, taking into account their limitations.

Stability, trim and stress calculations

- .4 Ability to:
 - .4.1 make proper use of the stability and stress information provided,
 - .4.2 calculate stability and trim for different conditions of loading, using the stability calculators or computer programs provided,
 - .4.3 calculate load factors for decks, and
 - .4.4 calculate the impact of ballast and fuel transfers on stability, trim and stress.

Opening, closing and securing hull openings

- .5 Ability to:
 - .5.1 apply properly the procedures established for the ship regarding the opening, closing and securing of bow, stern and side doors and ramps and to correctly operate the associated systems, and
 - .5.2 conduct surveys on proper sealing. Ro-ro deck atmosphere
- .6 Ability to:
 - .6.1 use equipment, where carried, to monitor atmosphere in ro-ro cargo spaces, and
 - .6.2 apply properly the procedures established for the ship for ventilation of ro-ro cargo spaces during loading and discharging of vehicles, while on voyage and in emergencies.

Crisis management and human behaviour training

- 5 The crisis management and human behaviour training required by regulation V/2, paragraph 8, for masters, chief mates, chief engineer officers, second engineer officers and any person having responsibility for the safety of passengers in emergency situations shall be to the satisfaction of the Administration based on standards developed by the Organization.

Chapter VI***Standards regarding emergency, occupational safety, medical care and survival functions******Section A-VI/1******Mandatory minimum requirements for familiarization and basic safety training and instruction for all seafarers******Familiarization training***

- 1 Before being assigned to shipboard duties, all persons employed or engaged on a sea-going ship other than passengers, shall receive approved familiarization training in personal survival techniques or receive sufficient information and instruction, taking account of the guidance given in part B, to be able to:
 - .1 communicate with other persons on board on elementary safety matters and understand safety information symbols, signs and alarm signals;
 - .2 know what to do if:
 - .2.1 a person falls overboard,
 - .2.2 fire or smoke is detected, or

- .2.3 the fire or abandon ship alarm is sounded;
- .3 identify muster and embarkation stations and emergency escape routes;
- .4 locate and don lifejackets;
- .5 raise the alarm and have basic knowledge of the use of portable fire extinguishers;
- .6 take immediate action upon encountering an accident or other medical emergency before seeking further medical assistance on board; and
- .7 close and open the fire, weathertight and watertight doors fitted in the particular ship other than those for hull openings.

Basic training*

- 2 Seafarers employed or engaged in any capacity on board ship on the business of that ship as part of the ship's complement with designated safety or pollution-prevention duties in the operation of the ship shall, before being assigned to any shipboard duties:
 - .1 receive appropriate approved basic training or instruction in:
 - .1.1 personal survival techniques as set out in table A-VI/1-1,
 - .1.2 fire prevention and fire fighting as set out in table A-VI/1-2,
 - .1.3 elementary first aid as set out in table A-VI/1-3, and
 - .1.4 personal safety and social responsibilities as set out in table A-VI/1-4.
 - .2 be required to provide evidence of having achieved the required standard of competence to undertake the tasks, duties and responsibilities listed in column 1 of tables A-VI/1-1, A-VI/1-2, A-VI/1-3 and A-VI/1-4 within the previous five years through:
 - .2.1 demonstration of competence, in accordance with the methods and the criteria for evaluating competence tabulated in columns 3 and 4 of those tables; and
 - .2.2 examination or continuous assessment as part of an approved training programme in the subjects listed in column 2 of those tables.
- 3 The Administration may, in respect of ships other than passenger ships of more than 500 gross tonnage engaged on international voyages and tankers, if it considers that a ship's size and the length or character of its voyage are such as to render the application of the full requirements of this section unreasonable or impracticable, exempt to that extent the seafarers on such a ship or class of ships from some of the requirements, bearing in mind the safety of people on board, the ship and property and the protection of the marine environment.

* The following IMO Model Courses may assist in the preparation of courses:

- .1 IMO Model Course 1.19- *Personal Survival*
- .2 IMO Model Course 1.20 - *Basic Fire Fighting*
- .3 IMO Model Course 1.13 - *Medical Emergency - Basic Training*
- .4 IMO Model Course 1.21 - *Human Relationships*

Table A-VI/1-1
Specification of minimum standard of competence in personal survival techniques

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Survive at sea in the event of ship abandonment	<p>Types of emergency situations which may occur, such as collision, fire, foundering</p> <p>Types of life-saving appliances normally carried on ships</p> <p>Equipment in survival craft</p> <p>Location of personal life-saving appliances</p> <p>Principles concerning survival, including:</p> <ol style="list-style-type: none"> .1 value of training and drills .2 personal protective clothing and equipment .3 need to be ready for any emergency .4 actions to be taken when called to survival craft stations .5 actions to be taken when required to abandon ship .6 actions to be taken when in the water .7 actions to be taken when aboard a survival craft .8 main dangers to survivors 	<p>Assessment of evidence obtained from approved instruction or during attendance at an approved course or approved in-service experience and examination, including practical demonstration of competence to:</p> <ol style="list-style-type: none"> .1 don a lifejacket .2 don and use an immersion suit .3 safely jump from a height into the water .4 right an inverted life-craft while wearing a lifejacket .5 swim while wearing a lifejacket .6 keep afloat without a lifejacket .7 board a survival craft from ship and water while wearing a life-jacket .8 take initial actions on boarding survival craft to enhance chance of survival .9 stream a drogue or sea-anchor .10 operate survival craft equipment .11 operate location devices, including radio equipment 	<p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstance and conditions and minimize potential dangers and threats to survival</p> <p>Method of boarding survival craft is appropriate and avoids dangers to other survivors</p> <p>Initial actions after leaving the ship and procedures and actions in water minimize threats to survival</p>

Table A-VI/1-2
Specification of minimum standard of competence in fire prevention
and fire fighting

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Minimize the risk of fire and maintain a state of readiness to respond to emergency situations involving fire	<p>Shipboard fire-fighting organization</p> <p>Location of fire-fighting appliances and emergency escape routes</p> <p>The elements of fire and explosion (the fire triangle)</p> <p>Types and sources of ignition</p> <p>Flammable materials, fire hazard and spread of fire</p> <p>The need for constant vigilance</p> <p>Actions to be taken on board ship</p> <p>Fire and smoke detection and automatic alarm systems</p> <p>Classification of fire and applicable extinguishing agents</p>	Assessment of evidence obtained from approved instruction or attendance at an approved course	<p>Initial actions on becoming aware of an emergency conform with accepted practices and procedures</p> <p>Action taken on identifying muster signals is appropriate to the indicated emergency and complies with established procedures</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Fight and extinguish fires	<p>Fire-fighting equipment and its location on board</p> <p>Instruction in:</p> <ol style="list-style-type: none"> .1 fixed installations .2 firefighter's outfits .3 personal equipment .4 fire-fighting appliances and equipment .5 fire-fighting methods .6 fire-fighting agents .7 fire-fighting procedures .8 use of breathing apparatus for fighting fires and effecting rescues 	<p>Assessment of evidence obtained from approved instruction or during attendance at an approved course, including practical demonstration in spaces which provide truly realistic training conditions (e.g. simulated shipboard conditions) and, whenever possible and practical, in darkness, of the ability to:</p> <ol style="list-style-type: none"> .1 use various types of portable fire extinguishers .2 use self-contained breathing apparatus .3 extinguish smaller fires, e.g. electrical fires, oil fires, propane fires .4 extinguish extensive fires with water, using jet and spray nozzles .5 extinguish fires with foam, powder or any other suitable chemical agent .6 enter and pass through, with lifeline but without breathing apparatus, a compartment into which high-expansion foam has been injected .7 fight fire in smoke-filled enclosed spaces wearing self-contained breathing apparatus 	<p>Clothing and equipment are appropriate to the nature of the fire-fighting operations</p> <p>The timing and sequence of individual actions are appropriate to the prevailing circumstances and conditions</p> <p>Extinguishment of fire is achieved using appropriate procedures techniques and fire-fighting agents</p> <p>Breathing apparatus procedures and techniques comply with accepted practices and procedures</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Fight and extinguish fires <i>(continued)</i>		<p>8 extinguish fire with water fog or any other suitable fire-fighting agent in an accommodation room or simulated engine-room with fire and heavy smoke</p> <p>9 extinguish oil fire with fog applicator and spray nozzles, dry chemical powder or foam applicators</p> <p>10 effect a rescue in a smoke-filled space wearing breathing apparatus</p>	

Table A-VI/1-3**Specification of minimum standard of competence in elementary first aid**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take immediate action upon encountering an accident or other medical emergency	<p>Assessment of needs of casualties and threats to own safety</p> <p>Appreciation of body structure and functions</p> <p>Understanding of immediate measures to be taken in cases of emergency, including the ability to:</p> <ol style="list-style-type: none"> .1 position casualty .2 apply resuscitation techniques .3 control bleeding .4 apply appropriate measures of basic shock management .5 apply appropriate measures in event of burns and scalds, including accidents caused by electric current .6 rescue and transport a casualty .7 improvise bandages and use materials in emergency kit 	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>The manner and timing of raising the alarm is appropriate to the circumstances of the accident or medical emergency</p> <p>The identification of probable cause, nature and extent of injuries is prompt and complete and the priority and sequence of actions is proportional to any potential threat to life</p> <p>Risk of further harm to self and casualty is minimized at all times</p>

Table A- VI/1-4**Specification of minimum standard of competence in personal safety and social responsibilities**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Comply with emergency procedures	<p>Types of emergency which may occur, such as collision, fire, foundering</p> <p>Knowledge of ship-board contingency plans for response to emergencies</p> <p>Emergency signals and specific duties allocated to crew members in the muster list; muster stations; correct use of personal safety equipment</p> <p>Action to take on discovering potential emergency, including fire, collision, foundering and ingress of water into the ship</p> <p>Action to take on hearing emergency alarm signals</p> <p>Value of training and drills</p> <p>Knowledge of escape routes and internal communication and alarm systems</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	<p>Initial action on becoming aware of an emergency conforms to established emergency response procedures</p> <p>Information given on raising alarm is prompt, accurate, complete and clear</p>
Take precautions to prevent pollution of the marine environment	<p>Effects of operational or accidental pollution of the marine environment</p> <p>Basic environmental protection procedures.</p>	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Organizational procedures designed to safeguard the marine environment are observed at all times

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Observe safe working practices	Importance of adhering to safe working practices at all times Safety and protective devices available to protect against potential hazards aboard ship Precautions to be taken prior to entering enclosed spaces Familiarization with international measures concerning accident prevention and occupational health*	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Safe working practices are observed and appropriate safety and protective equipment is correctly used at all times
Understand orders and be understood in relation to shipboard duties	Ability to understand orders and to communicate with others in relation to shipboard duties	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Communications are clear and effective at all times
Contribute to effective human relationships on board ship	Importance of maintaining good human and working relationships aboard ship Social responsibilities; employment conditions; individual rights and obligations; dangers of drug and alcohol abuse	Assessment of evidence obtained from approved instruction or during attendance at an approved course	Expected standards of work and behaviour are observed at all times

* The ILO Code of Practice on "Accident Prevention on Board Ship at Sea and in Port" may be of assistance in the preparation of courses.

Section A-VI/2***Mandatory minimum requirements for the issue of certificates of proficiency in survival craft, rescue boats and fast rescue boats******PROFICIENCY IN SURVIVAL CRAFT AND RESCUE BOATS OTHER THAN FAST RESCUE BOATS******Standard of competence***

- 1 Every candidate for a certificate of proficiency in survival craft and rescue boats other than fast rescue boats shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1.
- 2 The level of knowledge of the subjects listed in column 2 of table A-VI/2-1 shall be sufficient to enable the candidate to launch and take charge of a survival craft or rescue boat in emergency situations.*
- 3 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.
- 4 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence within the previous five years through:
 - .1 demonstration of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-1, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
 - .2 examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of table A-VI/2-1.

PROFICIENCY IN FAST RESCUE BOATS***Standard of competence***

- 5 Every candidate for a certificate of proficiency in fast rescue boats shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2.
- 6 The level of knowledge of the subjects listed in column 2 of table A-VI/2-2 shall be sufficient to enable the candidate to launch and take charge of a fast rescue boat in emergency situations.
- 7 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.
- 8 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence within the previous five years through:
 - .1 demonstration of competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/2-2, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of that table; and
 - .2 examination or continuous assessment as part of an approved training programme covering the material set out in column 2 of table A-VI/2-2.

* IMO Model Course 1.23 - *Proficiency in Survival Craft* may be of assistance in the preparation of courses.

Table A-VI/2-1**Specification of the minimum standard of competence in survival craft and rescue boats other than fast rescue boats**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take charge of a survival craft or rescue boat during and after launch	<p>Construction and outfit of survival craft and rescue boats and individual items of their equipment</p> <p>Particular characteristics and facilities of survival craft and rescue boats</p> <p>Various types of device used for launching survival craft and rescue boats</p> <p>Methods of launching survival craft into a rough sea</p> <p>Methods of recovering survival craft</p> <p>Action to be taken after leaving the ship</p> <p>Methods of launching and recovering rescue boats in a rough sea</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <ol style="list-style-type: none"> .1 right an inverted liferaft while wearing a lifejacket .2 interpret the markings on survival craft as to the number of persons they are intended to carry .3 give correct commands for launching and boarding survival craft, clearing the ship and handling and disembarking persons from survival craft .4 prepare and safely launch survival craft and clear the ship's side quickly .5 safely recover survival craft and rescue boats <p>using: inflatable liferaft and open or enclosed lifeboat with inboard engine</p>	<p>Preparation, boarding and launching of survival craft are within equipment limitations and enable survival craft to clear the ship safely</p> <p>Initial actions on leaving the ship minimize threat to survival</p> <p>Recovery of survival craft and rescue boats is within equipment limitations</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate a survival craft engine	Methods of starting and operating a survival craft engine and its accessories together with the use of the fire extinguisher provided	Assessment of evidence obtained from practical demonstration of ability to start and operate an in-board engine fitted in an open or enclosed lifeboat	Propulsion is available and maintained as required for manoeuvring
Manage, survivors and survival craft after abandoning ship	<p>Handling survival craft in rough weather</p> <p>Use of painter, sea-anchor and all other equipment</p> <p>Apportionment of food and water in survival craft</p> <p>Action taken to maximize detectability and location of survival craft</p> <p>Method of helicopter rescue</p> <p>Effects of hypothermia and its prevention; use of protective covers and garments, including immersion suits and thermal protective aids</p> <p>Use of rescue boats and motor lifeboats for marshalling liferafts and rescue of survivors and persons in the sea</p> <p>Beaching survival craft</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <ol style="list-style-type: none"> .1 row and steer a boat and steer by compass .2 use individual items of equipment of survival craft .3 rig devices to aid location 	Survival management is appropriate to prevailing circumstances and conditions

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Use locating devices, including communication and signalling apparatus and pyrotechnics	Radio life-saving appliances carried in survival craft, including satellite EPIRBs and SAKTs Pyrotechnic distress signals	Assessment of evidence obtained from practical demonstration of ability to: .1 use portable radio equipment for survival craft .2 use signalling equipment, including pyrotechnics	Use and choice of communication and signalling apparatus is appropriate to prevailing circumstances and conditions
Apply first aid to survivors	Use of the first-aid kit and resuscitation techniques Management of injured persons, including control of bleeding and shock	Assessment of evidence obtained from practical demonstration of ability to deal with injured persons both during and after abandonment, using first-aid kit and resuscitation techniques	Identification of the probable cause, nature and extent of injuries or condition is prompt and accurate Priority and sequence of treatment minimizes any threat to life

Table A-VI/2-2**Specification of the minimum standard of competence in fast rescue boats**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Take charge of a fast rescue boat during and after launch	<p>Construction and outfit of fast rescue boats and individual items of their equipment</p> <p>Particular characteristics and facilities of fast rescue boats</p> <p>Safety precautions during launch and recovery of a fast rescue boat</p> <p>Procedures for righting a capsized fast rescue boat</p> <p>How to handle a fast rescue boat in prevailing and adverse weather and sea conditions</p> <p>Navigational and safety equipment available in a fast rescue boat</p> <p>Search patterns and environmental factors affecting their execution</p> <p>Assessment of the readiness of fast rescue boats and related equipment for immediate use</p> <p>Knowledge of the maintenance, emergency repairs, normal inflation and deflation of buoyancy compartments of inflated fast rescue boats</p>	<p>Assessment of evidence obtained from practical demonstration of ability to:</p> <ol style="list-style-type: none"> .1 control safe launching and recovery of a fast rescue boat .2 right a capsized fast rescue boat .3 handle a fast rescue boat in prevailing weather and sea conditions .4 swim in special equipment .5 use communication and signalling equipment between the fast rescue boat and a helicopter and a ship .6 use the emergency equipment carried .7 recover a casualty from the water and transfer a casualty to a rescue helicopter or to a ship or to a place of safety .8 carry out search patterns, taking account of environmental factors 	Preparation, boarding, launching and operation of fast rescue boats is within equipment limitations

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Operate a fast rescue boat engine	Methods of starting and operating a fast rescue boat engine and its accessories	Assessment of evidence obtained from practical demonstration of ability to start and operate a fast rescue boat engine	Engine is started and operated as required for manoeuvring

Section A-VI/3***Mandatory minimum training in advance fire fighting******Standard of competence***

- 1 Seafarers designated to control fire-fighting operations shall have successfully completed advanced training in techniques for fighting fire, with particular emphasis on organization, tactics and command, and shall be required to demonstrate competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/3.
- 2 The level of knowledge and understanding of the subjects listed in column 2 of table A-VI/3 shall be sufficient for the effective control of fire-fighting operations on board ship.*
- 3 Training and experience to achieve the necessary level of theoretical knowledge, understanding and proficiency shall take account of the guidance given in part B of this Code.
- 4 Every candidate for certification shall be required to provide evidence of having achieved the required standard of competence within the previous five years, in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/3.

* IMO Model Course 2.03 - *Advanced Training in Fire Fighting* may be of assistance in the preparation of courses.

Table A-VI/3**Specification of minimum standard of competence in advanced fire fighting**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Control fire - fighting operations aboard ships	<p>Fire-fighting procedures at sea and in port with particular emphasis on organization, tactics and command</p> <p>Use of water for fire-extinguishing, the effect on ship stability, precautions and corrective procedures</p> <p>Communication and co-ordination during fire-fighting operations</p> <p>Ventilation control, including smoke extractor</p> <p>Control of fuel and electrical systems</p> <p>Fire-fighting process hazards (dry distillation, chemical reactions, boiler uptake fires, etc.)</p> <p>Fire fighting involving dangerous goods</p> <p>Fire precautions and hazards associated with the storage and handling of materials (paints, etc.)</p> <p>Management and control of injured persons</p> <p>Procedures for co-ordination with shore-based fire fighters</p>	<p>Practical exercises and instruction conducted under approved and truly realistic training conditions (e.g., simulated ship-board conditions) and, whenever possible and practicable, in darkness</p>	<p>Actions taken to control fires are based on a full and accurate assessment of the incident, using all available sources of information</p> <p>The order of priority, timing and sequence of actions are appropriate to the overall requirements of the incident and to minimize damage and potential damage to the ship, injuries to personnel and impairment of the operational effectiveness of the ship</p> <p>Transmission of information is prompt, accurate, complete and clear</p> <p>Personal safety during fire control activities is safeguarded at all times</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Organize and train fire parties	Preparation of contingency plans Composition and allocation of personnel to fire parties Strategies and tactics for control of fires in various parts of the ship	Practical exercises and instruction conducted under approved and truly realistic training conditions, e.g. simulated ship-board conditions	Composition and organization of fire control parties ensure the prompt and effective implementation of emergency plans and procedures
Inspect and service fire-detection and -extinguishing systems and equipment	Fire-detection systems; fixed fire-extinguishing systems; portable and mobile fire-extinguishing equipment including appliances, pumps and rescue, salvage, life-support, personal protective and communication equipment Requirements for statutory and classification surveys	Practical exercises using approved equipment and systems in a realistic training environment	Operational effectiveness of all fire-detection and -extinguishing systems and equipment is maintained at all times in accordance with performance specifications and legislative requirements
Investigate and compile reports on incidents involving fire	Assessment of cause of incidents involving fire	Practical exercises in a realistic training environment	Causes of fire are identified and the effectiveness of countermeasures is evaluated

Section A-VI/4

Mandatory minimum requirements related to medical first aid and medical care

Standard of competence for seafarers designated to provide medical first aid on board ship

- 1 Every seafarer who is designated to provide medical first aid on board ship shall be required to demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VI/4-1.
- 2 The level of knowledge of the subjects listed in column 2 of table A-VI/4-1 shall be sufficient to enable the designated seafarer to take immediate effective action in the case of accidents or illness likely to occur on board ship.*
- 3 Every candidate for certification under the provisions of regulation VI/4, paragraph 1 shall be required to provide evidence that the required standard of competence has been achieved in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/4-1.

* IMO Model Course 1.14- *Medical Emergency - First Aid* may be of assistance in the preparation of courses.

Standard of competence for seafarers designated to take charge of medical care on board ship.

- 4 Every seafarer who is designated to take charge of medical care on board ship shall be required to demonstrate the competence to undertake the tasks, duties and responsibilities listed in column 1 of table A-VT/4-2.
- 5 The level of knowledge of the subjects listed in column 2 of table A-VI/4-2 shall be sufficient to enable the designated seafarer to take immediate effective action in the case of accidents or illness likely to occur on board ship.**
- 6 Every candidate for certification under the provisions of regulation VI/4, paragraph 2 shall be required to provide evidence that the required standard of competence has been achieved in accordance with the methods for demonstrating competence and the criteria for evaluating competence tabulated in columns 3 and 4 of table A-VI/4-2.

** IMO Model Course 1.15 - *Medical Care* may be of assistance in the preparation of courses.

Table A-VI/4-1**Specification of minimum standard of proficiency in medical first aid**

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Apply immediate first aid in the event of accident or illness on board	<p>First-aid kit</p> <p>Body structure and function</p> <p>Toxicological hazards on board, including use of the <i>Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)</i> or its national equivalent</p> <p>Examination of casualty or patient</p> <p>Spinal injuries</p> <p>Burns, scalds and effects of heat and cold</p> <p>Fractures, dislocations and muscular injuries</p> <p>Medical care of rescued persons</p> <p>Radio medical advice</p> <p>Pharmacology</p> <p>Sterilization</p> <p>Cardiac arrest, drowning and asphyxia</p>	Assessment of evidence obtained from practical instruction	<p>The identification of probable cause, nature and extent of injuries is prompt, complete and conforms to current first-aid practice</p> <p>Risk of harm to self and others is minimized at all times</p> <p>Treatment of injuries and the patient's condition is appropriate, conforms to recognized first-aid practice and international guidelines</p>

Table A-VI/4-2

Specification of minimum standard of proficiency for persons in charge of medical care on board ship

Column 1	Column 2	Column 3	Column 4
Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Provide medical care to the sick and injured while they remain on board	<p>Care of casualty involving:</p> <ul style="list-style-type: none"> .1 head and spinal injuries .2 injuries of ear, nose, throat and eyes .3 external and internal bleeding .4 burns, scalds and frostbite .5 fractures, dislocations and muscular injuries .6 wounds, wound healing and infection .7 pain relief .8 techniques of sewing and clamping .9 management of acute abdominal conditions .10 minor surgical treatment .11 dressing and bandaging <p>Aspects of nursing:</p> <ul style="list-style-type: none"> .1 general principles .2 nursing care 	<p>Assessment of evidence obtained from practical instruction and demonstration</p> <p>Where practicable, approved practical experience at a hospital or similar establishment</p>	<p>Identification of symptoms is based on the concepts of clinical examination and medical history</p> <p>Protection against infection and spread of diseases is complete and effective</p> <p>Personal attitude is calm, confident and reassuring</p> <p>Treatment of injury or condition is appropriate and conforms to accepted medical practice and relevant national and international medical guides</p> <p>The dosage and application of drugs and medication complies with manufacturers' recommendations and accepted medical practice</p> <p>The significance of changes in patient's condition is promptly recognized</p>

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Provide medical care to the sick and injured while they remain on board (<i>continued</i>)	<p>Diseases, including:</p> <ul style="list-style-type: none"> .1 medical conditions and emergencies .2 sexually transmitted diseases .3 tropical and infectious diseases <p>Alcohol and drug abuse</p> <p>Dental care</p> <p>Gynaecology, pregnancy and childbirth</p> <p>Medical care of rescued persons</p> <p>Death at sea</p> <p>Hygiene</p> <p>Disease prevention, including:</p> <ul style="list-style-type: none"> .1 disinfection, disinfection, de-ratting .2 vaccinations <p>Keeping records and copies of applicable regulations:</p> <ul style="list-style-type: none"> .1 keeping medical records .2 international and national maritime medical regulations 		

Competence	Knowledge, understanding and proficiency	Methods for demonstrating competence	Criteria for evaluating competence
Participate in co-ordinated schemes for medical assistance to ships	<p>External assistance, including:</p> <p>.1 radio medical advice</p> <p>.2 transportation of the ill and injured, including helicopter evacuation</p> <p>.3 medical care of sick seafarers involving co-operation with port health authorities or out-patient wards in port</p>		<p>Clinical examination procedures are complete and comply with instructions received</p> <p>The method and preparation for evacuation is in accordance with recognized procedures and is designed to maximize the welfare of the patient</p> <p>Procedures for seeking radio medical advice conform to established practice and recommendations</p>

Chapter VII

Standards regarding alternative certification

Section A-VII/1

Issue of alternative certificates

- 1 Every candidate for certification at the operational level under the provisions of chapter VII of the annex to the Convention shall be required to complete relevant education and training and meet the standard of competence for all the functions prescribed in either table A-II/1 or table A-III/1. Functions specified in tables A-III/1 or A-III/1 respectively may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.
- 2 Every candidate for certification at the management level as the person having command of a ship of 500 gross tonnage or more, or the person upon whom the command of such a ship will fall in the event of the incapacity of the person in command, shall be required, in addition to compliance with the standard of competence specified in table A-II/1, to complete relevant education and training and meet the standards of competence for all of the functions prescribed in table A-II/2. Functions specified in the tables of chapter III of this part may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.
- 3 Every candidate for certification at the management level as the person responsible for the mechanical propulsion of a ship powered by main propulsion machinery of 750 kW or more, or the person upon whom such responsibility will fall in the event of the incapacity of the person responsible for the mechanical propulsion of the ship, shall be required, in addition to compliance with the standard of competence specified in table A-III/1, to complete relevant education and training and meet the standards of competence for all of the functions prescribed in table A-III/2, as appropriate. Functions specified in

the tables of chapter II of this part may be added provided the candidate completes, as appropriate, additional relevant education and training and meets the standards of competence prescribed in those tables for the functions concerned.

- 4 Every candidate for certification at the support level in navigation or marine engineering shall comply with the standard of competence prescribed in table A-II/4 or A-III/4 of this part, as appropriate.

Section A-VII/2

Certification of seafarers

- 1 In accordance with the requirements of regulation VII/1, paragraph 1.3, every candidate for certification under the provisions of chapter VII at operational level in functions specified in tables A-II/1 or A-III/1 shall:
 1. have approved seagoing service of not less than one year, which service shall include a period of at least six months performing engine-room duties under the supervision of a qualified engineer officer and, where the function of navigation is required, a period of at least six months performing bridge watchkeeping duties under the supervision of a qualified bridge watchkeeping officer; and
 2. have completed, during this service, on-board training programmes approved as meeting the relevant requirements of sections A-II/1 and A-III/1 and documented in an approved training record book.
- 2 Every candidate for certification under the provisions of chapter VII at the management level in a combination of functions specified in tables A-II/2 and A-III/2 shall have approved seagoing service related to the functions to be shown in the endorsement to the certificate as follows:
 1. *for persons other than those having command or responsibility for the mechanical propulsion of a ship* - 12 months performing duties at the operational level related to regulation III/2 or III/3 as appropriate and, where the function of navigation at the management level is required, at least 12 months performing bridge watchkeeping duties at the operational level;
 2. *for those having command or the responsibility for the mechanical propulsion of a ship* - not less than 48 months, including the provisions in paragraph 2.1 of this section, performing, as a certificated officer, duties related to the functions to be shown in the endorsement to the certificate, of which 24 months shall be served performing functions set out in table A-II/1 and 24 months shall be served performing functions set out in tables A-III/1 and A-III/2.

Section A-VII/3

Principles governing the issue of alternative certificates

(No provisions)

Chapter VIII

Standards regarding watchkeeping

Section A-VIII/1

Fitness for duty

- 1 All persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch shall be provided a minimum of 10 hours of rest in any 24-hour period.
- 2 The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length.
- 3 The requirements for rest periods laid down in paragraphs 1 and 2 need not be maintained in the case of an emergency or drill or in other overriding operational conditions.
- 4 Notwithstanding the provisions of paragraphs 1 and 2, the minimum period of ten hours may be reduced to not less than 6 consecutive hours provided that any such reduction

shall not extend beyond two days and not less than 70 hours of rest are provided each seven-day period.

- 5 Administrations shall require that watch schedules be posted where they are easily accessible.

Section A-VIII/2

Watchkeeping arrangements and principles to be observed

PART 1 - CERTIFICATION

- 1 The officer in charge of the navigational or deck watch shall be duly qualified in accordance with the provisions of chapter II, or chapter VII appropriate to the duties related to navigational or deck watchkeeping.
- 2 The officer in charge of the engineering watch shall be duly qualified in accordance with the provisions of chapter III, or chapter VII appropriate to the duties related to engineering watchkeeping.

PART 2 - VOYAGE PLANNING

General requirements

- 3 The intended voyage shall be planned in advance, taking into consideration all pertinent information, and any course laid down shall be checked before the voyage commences.
- 4 The chief engineer officer shall, in consultation with the master, determine in advance the needs of the intended voyage, taking into consideration the requirements for fuel, water, lubricants, chemicals, expendable and other spare parts, tools, supplies and any other requirements.

Planning prior to each voyage

- 5 Prior to each voyage the master of every ship shall ensure that the intended route from the port of departure to the first port of call is planned using adequate and appropriate charts and other nautical publications necessary for the intended voyage, containing accurate, complete and up-to-date information regarding those navigational limitations and hazards which are of a permanent or predictable nature and which are relevant to the safe navigation of the ship.

Verification and display of planned route

- 6 When the route planning is verified taking into consideration all pertinent information, the planned route shall be clearly displayed on appropriate charts and shall be continuously available to the officer in charge of the watch, who shall verify each course to be followed prior to using it during the voyage.

Deviation from planned route

- 7 If a decision is made, during a voyage, to change the next port of call of the planned route, or if it is necessary for the ship to deviate substantially from the planned route for other reasons, then an amended route shall be planned prior to deviating substantially from the route originally planned.

PART 3 - WATCHKEEPING AT SEA

Principles applying to watchkeeping generally

- 8 Parties shall direct the attention of companies, masters, chief engineer officers and watchkeeping personnel to the following principles, which shall be observed to ensure that safe watches are maintained at all times.
- 9 The master of every ship is bound to ensure that watchkeeping arrangements are adequate for maintaining a safe navigational watch. Under the master's general direction,

the officers of the navigational watch are responsible for navigating the ship safely during their periods of duty, when they will be particularly concerned with avoiding collision and stranding.

- 10 The chief engineer officer of every ship is bound, in consultation with the master, to ensure that watchkeeping arrangements are adequate to maintain a safe engineering watch.

Protection of marine environment

- 11 The master, officers and ratings shall be aware of the serious effects of operational or accidental pollution of the marine environment and shall take all possible precautions to prevent such pollution, particularly within the framework of relevant international and port regulations.

Part 3-1 - Principles to be observed in keeping a navigational watch

- 12 The officer in charge of the navigational watch is the master's representative and is primarily responsible at all times for the safe navigation of the ship and for complying with the International Regulations for Preventing Collisions at Sea, 1972.

Look-out

- 13 A proper look-out shall be maintained at all times in compliance with rule 5 of the International Regulations for Preventing Collisions at Sea, 1972 and shall serve the purpose of:
 1. maintaining a continuous state of vigilance by sight and hearing as well as by all other available means, with regard to any significant change in the operating environment;
 2. fully appraising the situation and the risk of collision, stranding and other dangers to navigation; and
 3. detecting ships or aircraft in distress, shipwrecked persons, wrecks, debris and other hazards to safe navigation.
- 14 The look-out must be able to give full attention to the keeping of a proper look-out and no other duties shall be undertaken or assigned which could interfere with that task.
- 15 The duties of the look-out and helmsperson are separate and the helmsperson shall not be considered to be the look-out while steering, except in small ships where an unobstructed all-round view is provided at the steering position and there is no impairment of night vision or other impediment to the keeping of a proper look-out. The officer in charge of the navigational watch may be the sole look-out in daylight provided that on each such occasion:
 1. the situation has been carefully assessed and it has been established without doubt that it is safe to do so;
 2. full account has been taken of all relevant factors, including, but not limited to:
 - state of weather,
 - visibility,
 - traffic density,
 - proximity of dangers to navigation, and
 - the attention necessary when navigating in or near traffic separation schemes; and
 3. assistance is immediately available to be summoned to the bridge when any change in the situation so requires.
- 16 In determining that the composition of the navigational watch is adequate to ensure that a proper look-out can continuously be maintained, the master shall take into account all relevant factors, including those described in this section of the Code, as well as the following factors:

- .1 visibility, state of weather and sea;
- .2 traffic density, and other activities occurring in the area-in which the vessel is navigating;
- .3 the attention necessary when navigating in or near traffic separation schemes or other routing measures;
- .4 the additional workload caused by the nature of the ship's functions, immediate operating requirements and anticipated manoeuvres;
- .5 the fitness for duty of any crew members on call who are assigned as members of the watch;
- .6 knowledge of and confidence in the professional competence of the ship's officers and crew;
- .7 the experience of each officer of the navigational watch, and the familiarity of that officer with the ship's equipment, procedures, and manoeuvring capability;
- .8 activities taking place on board the ship at any particular time, including radiocommunication activities, and the availability of assistance to be summoned immediately to the bridge when necessary;
- .9 the operational status of bridge instrumentation and controls, including alarm systems;
- .10 rudder and propeller control and ship manoeuvring characteristics;
- .11 the size of the ship and the field of vision available from the conning position;
- .12 the configuration of the bridge, to the extent such configuration might inhibit a member of the watch from detecting by sight or hearing any external development; and
- .13 any other relevant standard, procedure or guidance relating to watch-keeping arrangements and fitness for duty which has been adopted by the Organization.

Watch arrangements

- 17 When deciding the composition of the watch on the bridge, which may include appropriately qualified ratings, the following factors, inter alia, shall be taken into account:
 - .1 at no time shall the bridge be left unattended;
 - .2 weather conditions, visibility and whether there is daylight or darkness;
 - .3 proximity of navigational hazards which may make it necessary for the officer in charge of the watch to carry out additional navigational duties;
 - .4 use and operational condition of navigational aids such as radar or electronic position-indicating devices and any other equipment affecting the safe navigation of the ship;
 - .5 whether the ship is fitted with automatic steering;
 - .6 whether there are radio duties to be performed;
 - .7 unmanned machinery space (UMS) controls, alarms and indicators provided on the bridge, procedures for their use and limitations; and
 - .8 any unusual demands on the navigational watch that may arise as a result of special operational circumstances.

Taking over the watch

- 18 The officer in charge of the navigational watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is not capable of carrying out the watchkeeping duties effectively, in which case the master shall be notified.
- 19 The relieving officer shall ensure that the members of the relieving watch are fully capable of performing their duties, particularly as regards their adjustment to night vision. Relieving officers shall not take over the watch until their vision is fully adjusted to the light conditions.
- 20 Prior to taking over the watch, relieving officers shall satisfy themselves as to the ship's estimated or true position and confirm its intended track, course and speed, and UMS

controls as appropriate and shall note any dangers to navigation expected to be encountered during their watch.

- 21 Relieving officers shall personally satisfy themselves regarding the:
 - .1 standing orders and other special instructions of the master relating to navigation of the ship;
 - .2 position, course, speed and draught of the ship;
 - .3 prevailing and predicted tides, currents, weather, visibility and the effect of these factors upon course and speed;
 - .4 procedures for the use of main engines to manoeuvre when the main engines are on bridge control; and
 - .5 navigational situation, including but not limited to:
 - .5.1 the operational condition of all navigational and safety equipment being used or likely to be used during the watch,
 - .5.2 the errors of gyro- and magnetic compasses,
 - .5.3 the presence and movement of ships in sight or known to be in the vicinity,
 - .5.4 the conditions and hazards likely to be encountered during the watch, and
 - .5.5 the possible effects of heel, trim, water density and squat on under-keel clearance.
- 22 If at any time the officer in charge of the navigational watch is to be relieved when a manoeuvre or other action to avoid any hazard is taking place, the relief of that officer shall be deferred until such action has been completed.

Performing the navigational watch

- 23 The officer in charge of the navigational watch shall:
 - .1 keep the watch on the bridge;
 - .2 in no circumstances leave the bridge until properly relieved;
 - .3 continue to be responsible for the safe navigation of the ship, despite the presence of the master on the bridge, until informed specifically that the master has assumed that responsibility and this is mutually understood; and
 - .4 notify the master when in any doubt as to what action to take in the interest of safety.
- 24 During the watch the course steered, position and speed shall be checked at sufficiently frequent intervals, using any available navigational aids necessary, to ensure that the ship follows the planned course.
- 25 The officer in charge of the navigational watch shall have full knowledge of the location and operation of all safety and navigational equipment on board the ship and shall be aware and take account of the operating limitations of such equipment.
- 26 The officer in charge of the navigational watch shall not be assigned or undertake any duties which would interfere with the safe navigation of the ship.
- 27 Officers of the navigational watch shall make the most effective use of all navigational equipment at their disposal.
- 28 When using radar, the officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the provisions on the use of radar contained in the International Regulations for Preventing Collisions at Sea, in force.
- 29 In cases of need, the officer in charge of the navigational watch shall not hesitate to use the helm, engines and sound signalling apparatus. However, timely notice of intended variations of engine speed shall be given where possible or effective use made of UMS engine controls provided on the bridge in accordance with the applicable procedures.
- 30 Officers of the navigational watch shall know the handling characteristics of their ship, including its stopping distances, and should appreciate that other ships may have different handling characteristics.

- 31 A proper record shall be kept during the watch of the movements and activities relating to the navigation of the ship.
- 32 It is of special importance that at all times the officer in charge of the navigational watch ensures that a proper look-out is maintained. In a ship with a separate chartroom the officer in charge of the navigational watch may visit the chartroom, when essential, for a short period for the necessary performance of navigational duties, but shall first ensure that it is safe to do so and that proper look out is maintained.
- 33 Operational tests of shipboard navigational equipment shall be carried out at sea as frequently as practicable and as circumstances permit, in particular before hazardous conditions affecting navigation are expected. Whenever appropriate, these tests shall be recorded. Such tests shall also be carried out prior to port arrival and departure.
- 34 The officer in charge of the navigational watch shall make regular checks to ensure that:
 - .1 the person steering the ship or the automatic pilot is steering the correct course;
 - .2 the standard compass error is determined at least once a watch and, when possible, after any major alteration of course; the standard and gyrocompasses are frequently compared and repeaters are synchronized with their master compass;
 - .3 the automatic pilot is tested manually at least once a watch;
 - .4 the navigation and signal lights and other navigational equipment are functioning properly;
 - .5 the radio equipment is functioning properly in accordance with paragraph 86 of this section; and
 - .6 the UMS controls, alarms and indicators are functioning properly.
- 35 The officer in charge of the navigational watch shall bear in mind the necessity to comply at all times with the requirements in force of the International Convention for the Safety of Life at Sea (SOLAS), 1974*. The officer of the navigational watch shall take into account:
 - .1 the need to station a person to steer the ship and to put the steering into manual control in good time to allow any potentially hazardous situation to be dealt with in a safe manner, and
 - .2 that with a ship under automatic steering it is highly dangerous to allow a situation to develop to the point where the officer in charge of the navigational watch is without assistance and has to break the continuity of the look-out in order to take emergency action.
- 36 Officers of the navigational watch shall be thoroughly familiar with the use of all electronic navigational aids carried, including their capabilities and limitations, and shall use each of these aids when appropriate and shall bear in mind that the echo-sounder is a valuable navigational aid.
- 37 The officer in charge of the navigational watch shall use the radar whenever restricted visibility is encountered or expected, and at all times in congested waters, having due regard to its limitations.
- 38 The officer in charge of the navigational watch shall ensure that range scales employed are changed at sufficiently frequent intervals so that echoes are detected as early as possible. It shall be borne in mind that small or poor echoes may escape detection.
- 39 Whenever radar is in use, the officer in charge of the navigational watch shall select an appropriate range scale and observe the display carefully, and shall ensure that plotting or systematic analysis is commenced in ample time.
- 40 The officer in charge of the navigational watch shall notify the master immediately:
 - .1 if restricted visibility is encountered or expected;

* See regulations V/19, V/19-1 and V/19-2.

- .2 if the traffic conditions or the movements of other ships are causing concern;
 - .3 if difficulty is experienced in maintaining course;
 - .4 on failure to sight land, a navigation mark or to obtain soundings by the expected time;
 - .5 if, unexpectedly, land or a navigation mark is sighted or a change in soundings occurs;
 - .6 on breakdown of the engines, propulsion machinery remote control, steering gear or any essential navigational equipment, alarm or indicator;
 - .7 if the radio equipment malfunctions;
 - .8 in heavy weather, if in any doubt about the possibility of weather damage;
 - .9 if the ship meets any hazard to navigation, such as ice or a derelict; and
 - .10 in any other emergency or if in any doubt.
- 41 Despite the requirement to notify the master immediately in the foregoing circumstances, the officer in charge of the navigational watch shall in addition not hesitate to take immediate action for the safety of the ship, where circumstances so require.
- 42 The officer in charge of the navigational watch shall give watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe watch, including a proper look-out.

Watchkeeping under different conditions and in different areas

Clear weather

- 43 The officer in charge of the navigational watch shall take frequent and accurate compass bearings of approaching ships as a means of early detection of risk of collision and bear in mind that such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large ship or a tow or when approaching a ship at close range. The officer in charge of the navigational watch shall also take early and positive action in compliance with the applicable International Regulations for Preventing Collisions at Sea, 1972 and subsequently check that such action is having the desired effect.
- 44 In clear weather, whenever possible, the officer in charge of the navigational watch shall carry out radar practice.

Restricted visibility

- 45 When restricted visibility is encountered or expected, the first responsibility of the officer in charge of the navigational watch is to comply with the relevant rules of the International Regulations for Preventing Collisions at Sea, 1972 with particular regard to the sounding of fog signals, proceeding at a safe speed and having the engines ready for immediate manoeuvre. In addition, the officer in charge of the navigational watch shall:
- .1 inform the master;
 - .2 post a proper look-out;
 - .3 exhibit navigation lights; and
 - .4 operate and use the radar.

In hours of darkness

- 46 The master and the officer in charge of the navigational watch, when arranging look-out duty, shall have due regard to the bridge equipment and navigational aids available for use, their Limitations; procedures and safeguards implemented.

Coastal and congested waters

- 47 The largest scale chart on board, suitable for the area and corrected with the latest available information, shall be used. Fixes shall be taken at frequent intervals, and shall be carried out by more than one method whenever circumstances allow.

- 48 The officer in charge of the navigational watch shall positively identify all relevant navigation marks.

Navigation with pilot on board

- 49 Despite the duties and obligations of pilots, their presence on board does not relieve the master or officer in charge of the navigational watch from their duties and obligations for the safety of the ship. The master and the pilot shall exchange information regarding navigation procedures, local conditions and the ship's characteristics. The master and/or the officer in charge of the navigational watch shall co-operate closely with the pilot and maintain an accurate check on the ship's position and movement.
- 50 If in any doubt as to the pilot's actions or intentions, the officer in charge of the navigational watch shall seek clarification from the pilot and, if doubt still exists, shall notify the master immediately and take whatever action is necessary before the master arrives.

Ship at anchor

- 51 If the master considers it necessary, a continuous navigational watch shall be maintained at anchor. While at anchor, the officer in charge of the navigational watch shall:
- .1 determine and plot the ship's position on the appropriate chart as soon as practicable;
 - .2 when circumstances permit, check at sufficiently frequent intervals whether the ship is remaining securely at anchor by taking bearings of fixed navigation marks or readily identifiable shore objects;
 - .3 ensure that proper look-out is maintained;
 - .4 ensure that inspection rounds of the ship are made periodically;
 - .5 observe meteorological and tidal conditions and the state of the sea;
 - .6 notify the master and undertake all necessary measures if the ship drags anchor;
 - .7 ensure that the state of readiness of the main engines and other machinery is in accordance with the master's instructions;
 - .8 if visibility deteriorates, notify the master;
 - .9 ensure that the ship exhibits the appropriate lights and shapes and that appropriate sound signals are made in accordance with all applicable regulations; and
 - .10 take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations.

Part 3-2 - Principles to be observed in keeping an engineering watch

- 52 The term *engineering watch* as used in parts 3-2, 4-2 and 4-4 of this section means either a person or a group of personnel comprising the watch or a period of responsibility for an officer during which the physical presence in machinery spaces of that officer may or may not be required.
- 53 The *officer in charge of the engineering watch* is the chief engineer officer's representative and is primarily responsible, at all times, for the safe and efficient operation and upkeep of machinery affecting the safety of the ship and is responsible for the inspection, operation and testing, as required, of all machinery and equipment under the responsibility of the engineering watch.

Watch arrangements

- 54 The composition of the engineering watch shall, at all times, be adequate to ensure the safe operation of all machinery affecting the operation of the ship, in either automated or manual mode, and be appropriate to the prevailing circumstances and conditions.
- 55 When deciding the composition of the engineering watch, which may include appropriately qualified ratings, the following criteria, *inter alia*, shall be taken into account:
- .1 the type of ship and the type and condition of the machinery;
 - .2 the adequate supervision, at all times, of machinery affecting the safe operation of the ship;

- .3 any special modes of operation dictated by conditions such as weather, ice, contaminated water, shallow water, emergency conditions, damage containment or pollution abatement;
- .4 the qualifications and experience of the engineering watch;
- .5 the safety of life, ship, cargo and port, and protection of the environment;
- .6 the observance of international, national and local regulations; and
- .7 maintaining the normal operations of the ship.

Taking over the watch

- 56 The officer in charge of the engineering watch shall not hand over the watch to the relieving officer if there is reason to believe that the latter is obviously not capable of carrying out the watchkeeping duties effectively, in which case the chief engineer officer shall be notified.
- 57 The relieving officer of the engineering watch shall ensure that the members of the relieving engineering watch are apparently fully capable of performing their duties effectively.
- 58 Prior to taking over the engineering watch, relieving officers shall satisfy themselves regarding at least the following:
 - .1 the standing orders and special instructions of the chief engineer officer relating to the operation of the ship's systems and machinery;
 - .2 the nature of all work being performed on machinery and systems, the personnel involved and potential hazards.
 - .3 the level and, where applicable, the condition of water or residues in bilges, ballast tanks, slop tanks, reserve tanks, fresh water tanks, sewage tanks and any special requirements for use or disposal of the contents thereof;
 - .4 the condition and level of fuel in the reserve tanks, settling tank, day tank and other fuel storage facilities;
 - .5 any special requirements relating to sanitary system disposals;
 - .6 condition and mode of operation of the various main and auxiliary systems, including the electrical power distribution system;
 - .7 where applicable, the condition of monitoring and control console equipment, and which equipment is being operated manually;
 - .8 where applicable, the condition and mode of operation of automatic boiler controls such as flame safeguard control systems, limit control systems, combustion control systems, fuel-supply control systems and other equipment related to the operation of steam boilers;
 - .9 any potentially adverse conditions resulting from bad weather, ice, or contaminated or shallow water;
 - .10 any special modes of operation dictated by equipment failure or adverse ship conditions;
 - .11 the reports of engine-room ratings relating to their assigned duties;
 - .12 the availability of fire-fighting appliances; and
 - .13 the state of completion of engine-room log.

Performing the engineering watch

- 59 The officer in charge of the engineering watch shall ensure that the established watchkeeping arrangements are maintained and that, under direction, engine-room ratings, if forming part of the engineering watch, assist in the safe and efficient operation of the propulsion machinery and auxiliary equipment.
- 60 The officer in charge of the engineering watch shall continue to be responsible for machinery-space operations, despite the presence of the chief engineer officer in the ma-

chinery spaces, until specifically informed that the chief engineer officer has assumed that responsibility and this is mutually understood.

- 61 All members of the engineering watch shall be familiar with their assigned watchkeeping duties. In addition, every member shall, with respect to the ship they are serving in, have knowledge of:
 - .1 the use of appropriate internal communication systems;
 - .2 the escape routes from machinery spaces;
 - .3 the engine-room alarm systems and be able to distinguish between the various alarms, with special reference to the fire-extinguishing media alarm; and
 - .4 the number, location and types of fire-fighting equipment and damage-control gear in the machinery spaces, together with their use and the various safety precautions to be observed.
- 62 Any machinery not functioning properly, expected to malfunction or requiring special service shall be noted along with any action already taken. Plans shall be made for any further action if required.
- 63 When the machinery spaces are in the manned condition, the officer in charge of the engineering watch shall at all times be readily capable, of operating the propulsion equipment in response to needs for changes in direction or speed.
- 64 When the machinery spaces are in the periodic unmanned condition, the designated duty officer in charge of the engineering watch shall be immediately available and on call to attend the machinery spaces.
- 65 All bridge orders shall be promptly executed. Changes in direction or speed of the main propulsion units shall be recorded, except where an Administration has determined that the size or characteristics of a particular ship make such recording impracticable. The officer in charge of the engineering watch shall ensure that the main propulsion unit controls, when in the manual mode of operation, are continuously attended under stand-by or manoeuvring conditions.
- 66 Due attention shall be paid to the ongoing maintenance and support of all machinery, including mechanical, electrical, electronic, hydraulic and pneumatic systems, their control apparatus and associated safety equipment, all accommodation service systems equipment and the recording of stores and spare gear usage.
- 67 The chief engineer officer shall ensure that the officer in charge of the engineering watch is informed of all preventive maintenance, damage control, or repair operations to be performed during the engineering watch. The officer in charge of the engineering watch shall be responsible for the isolation, bypassing and adjustment of all machinery under the responsibility of the engineering watch that is to be worked on, and shall record all work carried out.
- 68 When the engine-room is put in a stand-by condition, the officer in charge of the engineering watch shall ensure that all machinery and equipment which may be used during manoeuvring is in a state of immediate readiness and that an adequate reserve of power is available for steering gear and other requirements.
- 69 Officers in charge of an engineering watch shall not be assigned or undertake any duties which would interfere with their supervisory duties in respect of the main propulsion system and ancillary equipment. They shall keep the main propulsion plant and auxiliary systems under constant supervision until property relieved, and shall periodically inspect the machinery in their charge. They shall also ensure that adequate rounds of the machinery and steering-gear spaces are made for the purpose of observing and reporting equipment malfunctions or breakdowns, performing or directing routine adjustments, required upkeep and any other necessary tasks.
- 70 Officers in charge of an engineering watch shall direct any other member of the engineering watch to inform them of potentially hazardous conditions which may adversely affect the machinery or jeopardize the safety of life or of the ship.

- 71 The officer in charge of the engineering watch shall ensure that the machinery space watch is supervised, and shall arrange for substitute personnel in the event of the incapacity of any engineering watch personnel. The engineering watch shall not leave the machinery spaces unsupervised in a manner that would prevent the manual operation of the engine-room plant or throttles.
- 72 The officer in charge of the engineering watch shall take the action necessary to contain the effects of damage resulting from equipment breakdown, fire, flooding, rupture, collision, stranding, or other cause.
- 73 Before going off duty, the officer in charge of the engineering watch shall ensure that all events related to the main and auxiliary machinery which have occurred during the engineering watch are suitably recorded.
- 74 The officer in charge of the engineering watch shall co-operate with any engineer in charge of maintenance work during all preventive maintenance, damage control or repairs. This shall include but not necessarily be limited to:
 - .1 isolating and bypassing machinery to be worked on;
 - .2 adjusting the remaining plant to function adequately and safely during the maintenance period;
 - .3 recording, in the engine-room log or other suitable document, the equipment worked on and the personnel involved, and which safety steps have been taken and by whom, for the benefit of relieving officers and for record purposes; and
 - .4 testing and putting into service, when necessary, the repaired machinery or equipment.
- 75 The officer in charge of the engineering watch shall ensure that any engine-room ratings who perform maintenance duties are available to assist in the manual operation of machinery in the event of automatic equipment failure.
- 76 The officer in charge of the engineering watch shall bear in mind that changes in speed, resulting from machinery malfunction, or any loss of steering, may imperil the safety of the ship and life at sea. The bridge shall be immediately notified, in the event of fire, and of any impending action in machinery spaces that may cause reduction in the ship's speed, imminent steering failure, stoppage of the ship's propulsion system or any alteration in the generation of electric power or similar threat to safety. This notification, where possible, shall be accomplished before changes are made, in order to afford the bridge the maximum available time to take whatever action is possible to avoid a potential marine casualty.
- 77 The officer in charge of the engineering watch shall notify the chief engineer officer without delay:
 - .1 when engine damage or a malfunction occurs which may be such as to endanger the safe operation of the ship;
 - .2 when any malfunction occurs which, it is believed, may cause damage or breakdown of propulsion machinery, auxiliary machinery or monitoring and governing systems; and
 - .3 in any emergency or if in any doubt as to what decision or measures to take.
- 78 Despite the requirement to notify the chief engineer officer in the foregoing circumstances, the officer in charge of the engineering watch shall not hesitate to take immediate action for the safety of the ship, its machinery and crew where circumstances require.
- 79 The officer in charge of the engineering watch shall give the watchkeeping personnel all appropriate instructions and information which will ensure the keeping of a safe engineering watch. Routine machinery upkeep, performed as incidental tasks as a part of keeping a safe watch, shall be set up as an integral part of the watch routine. Detailed repair maintenance involving repairs to electrical, mechanical, hydraulic, pneumatic or applicable electronic equipment throughout the ship shall be performed with the cogni-

zance of the officer in charge of the engineering watch and chief engineer officer. These repairs shall be recorded.

Engineering watchkeeping under different conditions and in different areas

Restricted visibility

- 80 The officer in charge of the engineering watch shall ensure that permanent air or steam pressure is available for sound signals and that at all times bridge orders relating to changes in speed or direction of operation are immediately implemented and, in addition, that auxiliary machinery used for manoeuvring is readily available.

Coastal and congested waters

- 81 The officer in charge of the engineering watch shall ensure that all machinery involved with the manoeuvring of the ship can immediately be placed in the manual mode of operation when notified that the ship is in congested waters. The officer in charge of the engineering watch shall also ensure that an adequate reserve of power is available for steering and other manoeuvring requirements. Emergency steering and other auxiliary equipment shall be ready for immediate operation.

Ship at anchor

- 82 At an unsheltered anchorage the chief engineer officer shall consult with the master whether or not to maintain the same engineering watch as when under way.
- 83 When a ship is at anchor in an open roadstead or any other virtually "at-sea" condition, the engineer officer in charge of the engineering watch shall ensure that:
- .1 an efficient engineering watch is kept;
 - .2 periodic inspection is made of all operating and stand-by machinery;
 - .3 main and auxiliary machinery is maintained in a state of readiness in accordance with orders from the bridge;
 - .4 measures are taken to protect the environment from pollution by the ship, and that applicable pollution-prevention regulations are complied with; and
 - .5 all damage-control and fire-fighting systems are in readiness.

Part 3-3 - Principles to be observed in keeping a radio watch

General provisions

- 84 Administrations shall direct the attention of companies, masters and radio watchkeeping personnel to comply with the following provisions to ensure that an adequate safety radio watch is maintained while a ship is at sea. In complying with this Code, account shall be taken of the Radio Regulations.

Watch arrangements

- 85 In deciding the arrangements for the radio watch, the master of every seagoing ship shall:
- .1 ensure that the radio watch is maintained in accordance with the relevant provisions of the Radio Regulations and the SOLAS Convention;
 - .2 ensure that the primary duties for radio watchkeeping are not adversely affected by attending to radio traffic not relevant to the safe movement of the ship and safety of navigation; and
 - .3 take into account the radio equipment fitted on board and its operational status.

Performing the radio watch

- 86 The radio operator performing radio watchkeeping duties shall:
- .1 ensure that watch is maintained on the frequencies specified in the Radio Regulations and the SOLAS Convention; and

- .2 while on duty, regularly check the operation of the radio equipment and its sources of energy and report to the master any observed failure of this equipment.
- 87 The requirements of the Radio Regulations and the SOLAS Convention on keeping a radiotelegraph or radio log, as appropriate, shall be complied with.
- 88 The maintenance of radio records, in compliance with the requirements of the Radio Regulations and the SOLAS Convention, is the responsibility of the radio operator designated as having primary responsibility for radiocommunications during distress incidents. The following shall be recorded, together with the times at which they occur:
 - .1 a summary of distress, urgency and safety radiocommunications;
 - .2 important incidents relating to the radio service;
 - .3 where appropriate, the position of the ship at least once per day; and
 - .4 a summary of the condition of the radio equipment, including its sources of energy.
- 89 The radio records shall be kept at the distress communications operating position, and shall be made available:
 - .1 for inspection by the master; and
 - .2 for inspection by any authorized official of the Administration and by any duty authorized officer exercising control under article X of the Convention.

PART 4 - WATCHKEEPING IN PORT

Principles applying to all watchkeeping

General

- 90 On any ship safely moored or safely at anchor under normal circumstances in port, the master shall arrange for an appropriate and effective watch to be maintained for the purpose of safety. Special requirements may be necessary for special types of ships' propulsion systems or ancillary equipment and for ships carrying hazardous, dangerous, toxic or highly flammable materials or other special types of cargo.

Watch arrangements

- 91 Arrangements for keeping a deck watch when the ship is in port shall at all times be adequate to:
 - .1 ensure the safety of life, of the ship, the port and the environment, and the safe operation of all machinery related to cargo operation;
 - .2 observe international, national and local rules; and
 - .3 maintain order and the normal routine of the ship.
- 92 The master shall decide the composition and duration of the deck watch depending on the conditions of mooring, type of the ship and character of duties.
- 93 If the master considers it necessary, a qualified officer shall be in charge of the deck watch.
- 94 The necessary equipment shall be so arranged as to provide for efficient watchkeeping.
- 95 The chief engineer officer, in consultation with the master, shall ensure that engineering watchkeeping arrangements are adequate to maintain a safe engineering watch while in port. When deciding the composition of the engineering watch, which may include appropriate engine-room ratings, the following points are among those to be taken into account:
 - .1 on all ships of 3,000 kW propulsion power and over there shall always be an officer in charge of the engineering watch;
 - .2 on ships of less than 3,000 kW propulsion power there may be, at the master's discretion and in consultation with the chief engineer officer, no officer in charge of the engineering watch; and

- .3 officers, while in charge of an engineering watch, shall not be assigned or undertake any task or duty which would interfere with their supervisory duty in respect of the ship's machinery system.

Taking over the watch

- 96 Officers in charge of the deck or engineering watch shall not hand over the watch to their relieving officer if they have any reason to believe that the latter is obviously not capable of carrying out watchkeeping duties effectively, in which case the master or chief engineer shall be notified accordingly. Relieving officers of the deck or engineering watch shall ensure that all members of their watch are apparently fully capable of performing their duties effectively.
- 97 If, at the moment of handing over the deck or engineering watch, an important operation is being performed it shall be concluded by the officer being relieved, except when ordered otherwise by the master or chief engineer officer.

Part 4-1 - Taking over the deck watch

- 98 Prior to taking over the deck watch, the relieving officer shall be informed of the following by the officer in charge of the deck watch as to:
 - .1 the depth of the water at the berth, the ship's draught, the level and time of high and low waters; the securing of the moorings, the arrangement of anchors and the scope of the anchor chain, and other mooring features important to the safety of the ship; the state of main engines and their availability for emergency use;
 - .2 all work to be performed on board the ship; the nature, amount and disposition of cargo loaded or remaining, and any residue on board after unloading the ship;
 - .3 the level of water in bilges and ballast tanks;
 - .4 the signals or lights being exhibited or sounded;
 - .5 the number of crew members required to be on board and the presence of any other persons on board;
 - .6 the state of fire-fighting appliances;
 - .7 any special port regulations;
 - .8 the master's standing and special orders;
 - .9 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
 - .10 any other circumstances of importance to the safety of the ship, its crew, cargo or protection of the environment from pollution; and
 - .11 the procedures for notifying the appropriate authority of any environmental pollution resulting from ship activities.
- 99 Relieving officers, before assuming charge of the deck watch, shall verify that:
 - .1 the securing of moorings and anchor chain is adequate;
 - .2 the appropriate signals or lights are properly exhibited or sounded;
 - .3 safety measures and fire protection regulations are being maintained;
 - .4 they are aware of the nature of any hazardous or dangerous cargo being loaded or discharged and the appropriate action to be taken in the event of any spillage or fire;
 - .5 no external conditions or circumstances imperil the ship and that it does not imperil others.

Part 4-2 - Taking over the engineering watch

- 100 Prior to taking over the engineering watch, the relieving officer shall be informed by the officer in charge of the engineering watch as to:
 - .1 the standing orders of the day, any special orders relating to the ship operations, maintenance functions, repairs to the ship's machinery or control equipment;

- .2 the nature of all work being performed on machinery and systems on board ship, personnel involved and potential hazards;
 - .3 the level and condition, where applicable, of water or residue in bilges, ballast tanks, slop tanks, sewage tanks, reserve tanks and special requirements for the use or disposal of the contents thereof;
 - .4 any special requirements relating to sanitary system disposals;
 - .5 the condition and state of readiness of portable fire-extinguishing equipment and fixed fire-extinguishing installations and fire-detection systems;
 - .6 authorized repair personnel on board engaged in engineering activities, their work locations and repair functions and other authorized persons on board and the required crew;
 - .7 any port regulations pertaining to ship effluents, fire-fighting requirements and ship readiness, particularly during potential bad weather conditions;
 - .8 the lines of communication available between the ship and shore personnel, including port authorities, in the event of an emergency arising or assistance being required;
 - .9 any other circumstance of importance to the safety of the ship, its crew, cargo or the protection of the environment from pollution; and
 - .10 the procedures for notifying the appropriate authority of environmental pollution resulting from engineering activities.
- 101 Relieving officers, before assuming charge of the engineering watch, shall satisfy themselves that they are fully informed by the officer being relieved, as outlined above, and:
- .1 be familiar with existing and potential sources of power, heat and lighting and their distribution;
 - .2 know the availability and condition of ship's fuel, lubricants and all water supplies; and
 - .3 be ready to prepare the ship and its machinery, as far as is possible, for stand-by or emergency conditions as required.

Part 4-3 - Performing the deck watch

102 The officer in charge of the deck watch shall:

- .1 make rounds to inspect the ship at appropriate intervals;
- .2 pay particular attention to:
 - .2.1 the condition and securing of the gangway, anchor chain and moorings, especially at the turn of the tide and in berths with a large rise and fall, if necessary, taking measures to ensure that they are in normal working condition,
 - .2.2 the draught, under-keel clearance and the general state of the ship, to avoid dangerous listing or trim during cargo handling or ballasting,
 - .2.3 the weather and sea state,
 - .2.4 the observance of all regulations concerning safety and fire protection,
 - .2.5 the water level in bilges and tanks,
 - .2.6 all persons on board and their location, especially those in remote or enclosed spaces, and
 - .2.7 the exhibition and sounding, where appropriate, of lights and signals;
- .3 in bad weather, or on receiving a storm warning, take the necessary measures to protect the ship, persons on board and cargo;
- .4 take every precaution to prevent pollution of the environment by the ship;
- .5 in an emergency threatening the safety of the ship, raise the alarm, inform the master, take all possible measures to prevent any damage to the ship, its cargo and persons on board, and, if necessary, request assistance from the shore authorities or neighbouring ships;

- .6 be aware of the ship's stability condition so that, in the event of fire, the shore fire-fighting authority may be advised of the approximate quantity of water that can be pumped on board without endangering the ship;
- .7 offer assistance to ships or persons in distress;
- .8 take necessary precautions to prevent accidents or damage when propellers are to be turned; and
- .9 enter in the appropriate log-book all important events affecting the ship.

Part 4-4 - Performing the engineering watch

103 Officers in charge of the engineering watch shall pay particular attention to:

- .1 the observance of all orders, special operating procedures and regulations concerning hazardous conditions and their prevention in all areas in their charge;
- .2 the instrumentation and control systems, monitoring of all power supplies, components and systems in operation;
- .3 the techniques, methods and procedures necessary to prevent violation of the pollution regulations of the local authorities; and
- .4 the state of the bilges.

104 Officers in charge of the engineering watch shall:

- .1 in emergencies, raise the alarm when in their opinion the situation so demands, and take all possible measures to prevent damage to the ship, persons on board and cargo;
- .2 be aware of the deck officer's needs relating to the equipment required in the loading or unloading of the cargo and the additional requirements of the ballast and other ship stability control systems;
- .3 make frequent rounds of inspection to determine possible equipment malfunction or failure, and take immediate remedial action to ensure the safety of the ship, of cargo operations, of the port and the environment;
- .4 ensure that the necessary precautions are taken, within their area of responsibility, to prevent accidents or damage to the various electrical, electronic, hydraulic, pneumatic and mechanical systems of the ship;
- .5 ensure that all important events affecting the operation, adjustment or repair of the ship's machinery are satisfactorily recorded.

Part 4-5 - Watch in port on ships carrying hazardous cargo

General

105 The master of every ship carrying cargo that is hazardous, whether explosive, flammable, toxic, health-threatening or environment-polluting, shall ensure that safe watch-keeping arrangements are maintained. On ships carrying hazardous cargo in bulk, this will be achieved by the ready availability on board of a duly qualified officer or officers, and ratings where appropriate, even when the ship is safely moored or safely at anchor in port.

106 On ships carrying hazardous cargo other than in bulk, the master shall take full account of the nature, quantity, packing and stowage of the hazardous cargo and of any special conditions on board, afloat and ashore.

2.2.18. Annex 2

Seafarers' Training, Certification and Watchkeeping (STCW) Code

2.2.18.1. Part B

Recommended guidance regarding provisions of the STCW Convention and its annex

Introduction

- 1 This part of the STCW Code contains recommended guidance intended to assist Parties to the STCW Convention and those involved in implementing, applying or enforcing its measures to give the Convention full and complete effect in a uniform manner.
- 2 The measures suggested are not mandatory and the examples given are only intended to illustrate how certain Convention requirements may be complied with. However, the recommendations in general represent an approach to the matters concerned which has been harmonized through discussion within IMO involving, where appropriate, consultation with the International Labour Organization, the International Telecommunication Union and the World Health Organization.
- 3 Observance of the recommendations contained in this part will assist the Organization in achieving its goal of maintaining the highest practicable standards of competence in respect of crews of all nationalities and ships of all flags.
- 4 Guidance is provided in this part in respect of certain articles of the Convention, in addition to guidance on certain regulations in its annex. The numbering of the sections of this part therefore corresponds with that of the articles and the regulations of the Convention. As in part A, the text of each section may be divided into numbered parts and paragraphs, but such numbering is unique to that text alone.

Guidance regarding provisions of the articles

Section B-I

Guidance regarding general obligations under the Convention

(No provisions)

Section B-II

Guidance regarding definitions and clarifications

- 1 The definitions contained in article II of the Convention, and the definitions and clarifications contained in regulation I/1 of its annex, apply equally to the terms used in parts A and B of this Code. Supplementary definitions which apply only to the provisions of this Code are contained in section A-I/1.
- 2 The definition of certificate appearing in article II (c) provides for three possibilities:
 - .1 the Administration may issue the certificate;
 - .2 the Administration may have the certificate issued under its authority; or
 - .3 the Administration may recognize a certificate issued by another Party as provided for in regulation I/10.

Section B-III

Guidance regarding the application of the Convention

- 1 While the definition of fishing vessel contained in article II, paragraph (h) excludes vessels used for catching fish, whales, seals, walrus or other living resources of the sea

from application of the Convention, vessels not engaged in the catching activity cannot enjoy such exclusion.

- 2 The Convention excludes all wooden ships of primitive build, including junks.

Section B-IV

Guidance regarding the communication of information

In paragraph (1)(b) of article IV, the words "where appropriate" are intended to include:

- . 1 the recognition of a certificate issued by another Party; or
- . 2 the issue of the Administration's own certificate, where applicable, on the basis of recognition of a certificate issued by another Party.

Section B-V

Guidance regarding other treaties and interpretation

The word "arrangements" in paragraph (1) of article V is intended to include provisions previously established between States for the reciprocal recognition of certificates.

Section B-VI

Guidance regarding certificates

See the guidance given in sections B-II and B-I/2.

A policy statement and an outline of the procedures to be followed should be published for the information of companies operating ships under the flag of the Administration.

Section B-VII

Guidance regarding transitional provisions

Certificates issued for service in one capacity which are currently recognized by a Party as an adequate qualification for service in another capacity, e.g. chief mate certificates recognized for service as master, should continue to be accepted as valid for such service under article VII. This acceptance also applies to such certificates issued under the provisions of paragraph (2) of article VII.

Section B-VIII

Guidance regarding dispensations

A policy statement and an outline of the procedures to be followed should be published for the information of companies operating ships under the flag of the Administration. Guidance should be provided to those officials authorized by the Administration to issue dispensations. Information on action taken should be summarized in the initial report communicated to the Secretary-General in accordance with the requirements of section A-I/7.

Section B-IX

Guidance regarding equivalents

- 1 Naval certificates may continue to be accepted and certificates of service may continue to be issued to naval officers as equivalents under article IX, provided that the requirements of the Convention are met.

Section B-X

Guidance regarding control

(No provisions - see section B-I/4)

Section B-XI

Guidance regarding the promotion of technical co-operation

- 1 Governments should provide, or arrange to provide, in collaboration with IMO, assistance to States which have difficulty in meeting the requirements of the Convention and which request such assistance.
- 2 The importance of adequate training for masters and other personnel serving on board oil, chemical and liquefied gas tankers and ro-ro passenger ships is stressed, and it is

recognized that in some cases there may be limited facilities for obtaining the required experience and providing specialized training programmes, particularly in developing countries.

Examination database

- 3 Parties with maritime training academies or examination centres serving several countries and wishing to establish a database of examination questions and answers are encouraged to do so, on the basis of bilateral co-operation with a country or countries which already have such a database.

Availability of maritime training simulators

- 5 The IMO Secretariat maintains a list of maritime training simulators, as a source of information for Parties and others, on the availability of different types of simulators for training seafarers, in particular where such training facilities may not be available to them nationally.
- 6 Parties are urged* to provide information on their national maritime training simulators to the IMO Secretariat and to update the information whenever any change or addition is made to their maritime training simulator facilities.

Information on technical co-operation

- 7 Information on technical advisory services, access to international training institutions affiliated with IMO, and information on fellowships and other technical co-operation which may be provided by or through IMO may be obtained by contacting the Secretary-General at 4 Albert Embankment, London SE1 7SR, United Kingdom.
(No guidance provided regarding articles XII to XVII.)

Guidance regarding provisions of the annex to the STCW Convention

Chapter I

Guidance regarding general provisions

Section B-I/1

Guidance regarding definitions and clarifications

- 1 The definitions contained in article II of the Convention, and the definitions and interpretations contained in regulation I/I of its annex, apply equally to the terms used in parts A and B of this Code. Supplementary definitions which apply only to the provisions of this Code are contained in section A-I/1.
- 2 Officers with capacities covered under the provisions of chapter VII may be designated as polyvalent officer, dual-purpose officer or other designations as approved by the Administration, in accordance with the terminology used in the applicable safe manning requirements.
- 3 Ratings qualified to serve in capacities covered under the provisions of chapter VII may be designated as polyvalent ratings or other designations as approved by the Administration, in accordance with the terminology used in the applicable safe manning requirements.

Section B-I/2

Guidance regarding certificates and endorsements

- 1 Where an endorsement is integrated in the format of a certificate as provided by section A-I/2, paragraph 1, the relevant information should be inserted in the certificate in the manner explained hereunder, except for the omission of the space numbered .2. Other-

* See MSC/Circ. 567 as revised.

wise, in preparing endorsements attesting the issue of a certificate, the spaces numbered .1 to .17 in the form which follows the text hereunder should be completed as follows:

- .1 Enter the name of the issuing State.
- .2 Enter the number assigned to the certificate by the Administration.
- .3 Enter the full name of the seafarer to whom the certificate is issued. The name should be the same as that appearing in the seafarer's passport, seafarer's identity certificate and other official documents issued by the Administration.
- .4 The number or numbers of the STCW Convention regulation or regulations under which the seafarer has been found qualified should be entered here, for example:
 - .4.1 II/1, if the seafarer has been found qualified to fill the capacity of officer in charge of a navigational watch,
 - .4.2 III/1, if the seafarer has been found qualified to act as engineer officer in charge of a watch in a manned engine-room, or as designated duty engineer officer in a periodically unmanned engine-room,
 - .4.3 IV/2, if the seafarer has been found qualified to fill the capacity of radio operator,
 - .4.4 VII/1, if the certificate is a functional certificate and the seafarer has been found qualified to perform functions specified in part A of the Code, for example, the function of marine engineering at the management level, and
 - .4.5 III/1 and V/1, if found qualified to act as the engineer officer in charge of a watch in a manned engine-room, or as designated duty engineer officer in a periodically unmanned engine-room in tankers. (See limitations in paragraphs .8 and .10 below)
- .5 Enter the date of expiry of the endorsement. This date should not be later than the date of expiry, if any, of the certificate in respect of which the endorsement is issued, nor later than five years after the date of issue of the endorsement.
- .6 In this column should be entered each of the functions specified in part A of the Code which the seafarer is qualified to perform. Functions and their associated levels of responsibility are specified in the tables of competence set out in chapters II, III and IV of part A of the Code, and are also listed for convenient reference in the introduction to part A. When reference is made under .4 above to regulations in chapters II, HI or IV it is not necessary to list specific functions.
- .7 In this column should be entered the levels of responsibility at which the seafarer is qualified to perform each of the functions entered in column .6. These levels are specified in the tables of competence set out in chapters II, III and IV of part A of the Code, and are also listed for convenient reference in the introduction to part A.
- .8 A general limitation, such as the requirement to wear corrective lenses when performing duties, should be entered prominently at the top of this limitations column. Limitations applying to the functions listed in column .6 should be entered on the appropriate line against the function concerned, for example:
 - .8.1 "Not valid for service in tankers" - if not qualified under chapter V,
 - .8.2 "Not valid for service in tankers other than oil tankers" - if qualified under chapter V for service only in oil tankers,
 - .8.3 "Not valid for service in ships in which steam boilers form part of the ship's machinery" - if the related knowledge has been omitted in accordance with STCW Code provisions, and
 - .8.4 "Valid only on near-coastal voyages" - if the related knowledge has been omitted in accordance with STCW Code provisions.

Note: Tonnage and power limitations need not be shown here if they are already indicated in the title of the certificate and in the capacity entered in column .9.

- .9 The capacity or capacities entered in this column should be those specified in the title to the STCW regulation or regulations concerned in the case of certificates is-

sued under chapters II or III, or should be as specified in the applicable safe manning requirements of the Administration, as appropriate.

- .10 A general limitation such as the requirement to wear corrective lenses when performing duties should be entered prominently at the top of this limitations column also. The limitations entered in column .10 should be the same as those shown in column .8 for the functions performed in each capacity entered.
- .11 The number entered in this space should be that of the certificate, so that both certificate and endorsement have the same unique number for reference and for location in the register of certificates and/or endorsements, etc.
- .12 The date of original issue of the endorsement should be entered here; it may be the same as, or differ from, the date of issue of the certificate, in accordance with the circumstances.
- .13 The name of the official authorized to issue the endorsement should be shown here in block letters below the official's signature.
- .14 The date of birth shown should be the date confirmed from Administration records or as otherwise verified.
- .15 The endorsement should be signed by the seafarer in the presence of an official, or may be incorporated from the seafarer's application form duly completed and verified.
- .16 The photograph should be a standard black and white or colour passport type head and shoulders photograph, supplied in duplicate by the seafarer so that one may be kept in or associated with the register of certificates.
- .17 If the blocks for revalidation are shown as part of the endorsement form (see section A-1/2, paragraph 1), the Administration may revalidate the endorsement by completing the block after the seafarer has demonstrated continuing proficiency as required by regulation I/11.

(Official Seal)

(COUNTRY)

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS. 1978. AS AMENDED IN 1995

The Government of1..... certifies that certificate No2..... has been issued to3..... who has been found duly qualified in accordance with the provisions of regulation4... of the above Convention, as amended, and has been found competent to perform the following functions, at the levels specified, subject to any limitations indicated until5..... or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf:

.6 FUNCTION	.7 LEVEL	.8 LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

.9 CAPACITY	.10 LIMITATIONS APPLYING (IF ANY)

Endorsement No.11..... issued on12.....

(Official Seal)

Signature of duly authorized official

.....13.....

Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate14.....

Signature of the holder of the certificate15.....

Photograph of the holder of the certificate16.....

The validity of this endorsement is hereby extended until

(Official seal)

Signature of duly authorized official

Date of revalidation.....17.....

Name of duly authorized official

The validity of this endorsement is hereby extended until

(Official seal)

Signature of duly authorized official

Date of revalidation.....17.....

Name of duly authorized official

- 2 An endorsement attesting the recognition of a certificate may be attached to and form part of the certificate endorsed, or may be issued as a separate document (see STCW regulation I/2, paragraph 6). All entries made in the form are required to be in Roman characters and Arabic figures (see STCW regulation I/2, paragraph 8). The spaces

- numbered .1 to .17 in the form which follows the text hereunder are intended to be completed as indicated in paragraph 1 above, except in respect of the following spaces:
- .2 where the number assigned by the Party which issued the certificate being recognized should be entered;
 - .3 where the name entered should be the same as that appearing in the certificate being recognized;
 - .4 where the name of the Party which issued the certificate being recognized should be entered;
 - .9 where the capacity or capacities entered should be selected, as appropriate, from those specified in the safe applicable manning requirements of the Administration which is recognizing the certificate;
 - .11 where the number entered should be unique to the endorsement both for reference and for location in the register of endorsements; and
 - .12 where the date of original issue of the endorsement should be entered.
- 3 When replacing a certificate or endorsement which has been lost or destroyed, Parties should issue the replacement under a new number, to avoid confusion with the document to be replaced.

(Official Seal)

(COUNTRY)

ENDORSEMENT ATTESTING THE RECOGNITION OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS. 1978. AS AMENDED IN 1995

The Government of1..... certifies that certificate No2..... issued to3..... by or on behalf of the Government of4..... is duly recognized in accordance with the provisions of regulation I/10 of the above Convention, as amended, and the lawful holder is authorized to perform the following functions, at the levels specified, subject to any limitations indicated until5..... or until the date of expiry of any extension of the validity of this endorsement as may be shown overleaf.

.6 FUNCTION	.7 LEVEL	.8 LIMITATIONS APPLYING (IF ANY)

The lawful holder of this endorsement may serve in the following capacity or capacities specified in the applicable safe manning requirements of the Administration:

.9 CAPACITY	.10 LIMITATIONS APPLYING (IF ANY)

Endorsement No.11..... issued on12.....

(Official Seal).....
Signature of duly authorized official.....13.....
Name of duly authorized official

The original of this endorsement must be kept available in accordance with regulation I/2, paragraph 9 of the Convention while serving on a ship.

Date of birth of the holder of the certificate14.....

Signature of the holder of the certificate15.....

Photograph of the holder of the certificate16

The validity of this endorsement is hereby extended until

(Official seal).....
Signature of duly authorized officialDate of revalidation.....17.....
Name of duly authorized official

The validity of this endorsement is hereby extended until

(Official seal).....
Signature of duly authorized officialDate of revalidation.....17...
Name of duly authorized official**Section B-I/3****Guidance regarding near-coastal voyages**

- 1 When a Party defines near-coastal voyages, *inter alia*, for the purposes of applying variations to the subjects listed in column 2 of the standard of competence tables contained in chapters II and III of part A of the Code, for the issue of certificates valid for service in ships entitled to fly the flag of that Party and engaged on such voyages, account should be taken of the following factors, bearing in mind the effect on the safety of all ships and on the marine environment.
- .1 the type of ship and the trade in which it is engaged;
 - .2 the gross tonnage of the ship and the power in kW of the main propulsion machinery;
 - .3 the nature and length of the voyages;
 - .4 the maximum distance from a port of refuge;

- .5 the adequacy of the coverage and accuracy of navigational position-fixing devices;
 - .6 the weather conditions normally prevailing in the near-coastal voyage area;
 - .7 the provision of shipboard and coastal communication facilities for search and rescue.
- 2 A Party which includes voyages off another Party's coast within the limits of its near-coastal voyage definition may enter into a bilateral agreement with the Party concerned.
 - 3 It is not intended that ships engaged on near-coastal voyages should extend their voyages world-wide, under the excuse that they are navigating constantly within the limits of designated near-coastal voyages of neighbouring Parties.

Section B-I/4

Guidance regarding control procedures*

Introduction

- 1 The purpose of the control procedures of regulation I/4 is to enable officers duly authorized by port States to ensure that the seafarers on board have sufficient competence to ensure safe and pollution-free operation of the ship.
- 2 This provision is no different in principle from the need to make checks on ships' structures and equipment. Indeed, it builds on these inspections to make an appraisal of the total system of on-board safety and pollution prevention.

Assessment

- 3 By restricting assessment as indicated in section A-I/4, the subjectivity which is an unavoidable element in all control procedures is reduced to a minimum, no more than would be evident in other types of control inspection.
- 4 The clear grounds given in regulation I/4, paragraph 1.3 will usually be sufficient to direct the inspector's attention to specific areas of competency, which could then be followed up by seeking evidence of training in the skills in question. If this evidence is inadequate or unconvincing, the authorized officer may ask to observe a demonstration of the relevant skill.
- 5 It will be a matter for the professional judgement of the inspector when on board, either following an incident as outlined in regulation I/4 or for the purposes of a routine inspection, whether the ship is operated in a manner likely to pose a danger to persons, property or the environment.*

Section B-I/5

Guidance regarding national provisions

(No provisions)

Section B-I/6

Guidance regarding training and assessment

Qualifications of instructors and assessors

- 1 Each Party should ensure that instructors and assessors are appropriately qualified and experienced for the particular types and levels of training or assessment of competence of seafarers, as required under the Convention, in accordance with the guidelines in this section.

* IMO Model Course 3.09 - *Port State Control* may be of assistance in the preparation of courses.

* IMO Model Course 3.11 - *Marine Accident and Incident Investigation* may be of assistance in the preparation of courses.

In-service training and assessment

- 2 Any person, on board or ashore, conducting in-service training of a seafarer intended to be used in qualifying for certification under the Convention should have received appropriate guidance in instructional techniques.**
- 3 Any person responsible for the supervision of in-service training of a seafarer intended to be used in qualifying for certification under the Convention should have appropriate knowledge of instructional techniques and of training methods and practice.
- 4 Any person, on board or ashore, conducting an in-service assessment of the competence of a seafarer intended to be used in qualifying for certification under the Convention should have:
 - .1 received appropriate guidance in assessment methods and practice;^ and
 - .2 gained practical assessment experience under the supervision and to the satisfaction of an experienced assessor.
- 5 Any person responsible for the supervision of the in-service assessment of competence of a seafarer intended to be used in qualifying for certification under the Convention should have a full understanding of the assessment system, assessment methods and practice.***

Section B-I/7***Guidance regarding communication of information******Reports of difficulties encountered***

Parties are requested to include in the reports required by regulation I/7 an indication of any relevant guidance contained in part B of this Code, the observance of which has been found to be impracticable.

Section B-I/8***Guidance regarding quality standards***

- 1 In applying quality standards under the provisions of regulation I/8 and section A-I/8 to the administration of its certification system, each Party should take account of existing national or international models, and incorporate the following key elements:
 - .1 an expressed policy regarding quality and the means by which such policy is to be implemented;
 - .2 a quality system incorporating the organizational structure, responsibilities, procedures, processes and resources necessary for quality management;
 - .3 the operational techniques and activities to ensure quality control;
 - .4 systematic monitoring arrangements, including internal quality assurance evaluations, to ensure that all defined objectives are being achieved; and
 - .5 arrangements for periodic external quality evaluations as described in the following paragraphs.
- 2 In establishing such quality standards for the administration of their national certification system, Administrations should seek to ensure that the arrangements adopted:
 - .1 are sufficiently flexible to enable the certification system to take account of the varying needs of the industry, and that they facilitate and encourage the application of new technology;
 - .2 cover all the administrative matters that give effect to the various provisions of the Convention, in particular regulations I/2 to I/15 and other provisions which enable

** IMO Model Course 6.09 - *Training Course for Instructors* may be of assistance in the preparation of courses.

*** IMO Model Course 3.12 - *Examination and Certification of Seafarers* may be of assistance in the preparation of courses.

the Administration to grant certificates of service and dispensations and to withdraw, cancel and suspend certificates;

- 3 encompass the Administration's responsibilities for approving training and assessment at all levels, from undergraduate-type courses and updating courses for certificates of competency to short courses of vocational training; and
- 4 incorporate arrangements for the internal quality assurance reviews under paragraph 1.4 involving a comprehensive self-study of the administrative procedures, at all levels, in order to measure achievement of defined objectives and to provide the basis for the independent external evaluation required under section A-I/8, paragraph 3.

Quality standards model for assessment of knowledge, understanding, skills and competence

- 3 The quality standards model for assessment of knowledge, understanding, skills and competence should incorporate the recommendations of this section within the general framework of either:
 - 1 a national scheme for education and training accreditation or quality standards; or
 - 2 an alternative quality standards model acceptable to the Organization.
- 4 The above quality standards model should incorporate:
 - 1 a quality policy, including a commitment by the training institution or unit to the achievement of its stated aims and objectives and to the consequential recognition by the relevant accrediting or quality standards authority;
 - 2 those quality management functions that determine and implement the quality policy, relating to aspects of the work which impinge on the quality of what is provided, including provisions for determining progression within a course or programme;
 - 3 quality system coverage, where appropriate, of the academic and administrative organizational structure, responsibilities, procedures, processes and the resources of staff and equipment;
 - 4 the quality control functions to be applied at all levels to the teaching, training, examination and assessment activities, and to their organization and implementation, in order to ensure their fitness for their purpose and the achievement of their defined objectives;
 - 5 the internal quality assurance processes and reviews which monitor the extent to which the institution, or framing unit, is achieving the objectives of the programmes it delivers, and is effectively monitoring the quality control procedures which it employs; and
 - 6 the arrangements made for periodic external quality evaluations required under regulation I/8, paragraph 2 and described in the following paragraphs, for which the outcome of the quality assurance reviews forms the basis and starting point.
- 5 In establishing quality standards for education, training and assessment programmes, the organizations responsible for implementing these programmes should take account of the following:
 - 1 Where provisions exist for established national accreditation, or education quality standards, such provisions should be utilized for courses incorporating the knowledge and understanding requirements of the Convention. The quality standards should be applied to both management and operational levels of the activity, and should take account of how it is managed, organized, undertaken and evaluated, in order to ensure that the identified goals are achieved.
 - 2 Where acquisition of a particular skill or accomplishment of a designated task is the primary objective, the quality standards should take account of whether real or simulated equipment is utilized for this purpose, and of the appropriateness of the qualifi-

cations and experience of the assessors, in order to ensure achievement of the set standards.

- .3 The internal quality assurance evaluations should involve a comprehensive self-study of the programme, at all levels, to monitor achievement of defined objectives through the application of quality standards. These quality assurance reviews should address the planning, design, presentation and evaluation of programmes as well as the teaching, learning and communication activities. The outcome provides the basis for the independent evaluation required under section A-1/8, paragraph 3.

The independent evaluation

- 6 Each independent evaluation should include a systematic and independent examination of all quality activities, but should not evaluate the validity of the defined objectives. The evaluation team should:
 - .1 carry out the evaluation in accordance with documented procedures;
 - .2 ensure that the results of each evaluation are documented and brought to the attention of those responsible for the area evaluated; and
 - .3 check that timely action is taken to correct any deficiencies.
- 7 The purpose of the evaluation is to provide an independent assessment of the effectiveness of the quality standard arrangements at all levels. In the case of an education or training establishment, a recognized academic accreditation or quality standards body or Government agency should be used. The evaluation team should be provided with sufficient advance information to give an overview of the tasks in hand. In the case of a major training institution or programme, the following items are indicative of the information to be provided:
 - .1 the mission statement of the institution;
 - .2 details of academic and training strategies in use;
 - .3 an organization chart and information on the composition of committees and advisory bodies;
 - .4 staff and student information;
 - .5 a description of training facilities and equipment; and
 - .6 an outline of the policies and procedures on:
 - .6.1 student admission,
 - .6.2 the development of new courses and review of existing courses,
 - .6.3 the examination system, including appeals and resits,
 - .6.4 staff recruitment, training, development, appraisal and promotion,
 - .6.5 feedback from students and from industry, and
 - .6.6 staff involvement in research and development.

The report

- 8 Before submitting a final report, the evaluation team should forward an interim report to the management seeking their comments on their findings. Upon receiving their comments, the evaluators should submit their final report, which should:
 - .1 include brief background information about the institution or training programme;
 - .2 be full, fair and accurate;
 - .3 highlight the strengths and weaknesses of the institution;
 - .4 describe the evaluation procedure followed;
 - .5 cover the various elements identified in paragraph 4;
 - .6 indicate the extent of compliance or non-compliance with the requirements of the Convention and the effectiveness of the quality standards in ensuring achievement of defined aims and objectives; and
 - .7 spell out clearly the areas found deficient, offer suggestions for improvement and provide any other comments the evaluators consider relevant.

Section B-I/9***Guidance regarding medical standards - Issue and registration of certificates*****MEDICAL EXAMINATION AND CERTIFICATION**

- 1 The standards developed pursuant to regulation I/9, paragraph 1, should take into account the views of recognized medical practitioners experienced in medicine as applied in the maritime environment.
- 2 The medical standards may differentiate between those persons seeking to start a career at sea and those seafarers already serving at sea. In the former case, for example, it might be appropriate to designate higher standards in certain areas, while in the latter case some reduction may be made for age.
- 3 The standards should, so far as possible, define objective criteria with regard to fitness for sea service, taking into account access to medical facilities and medical expertise on board ship. They should, in particular, specify the conditions under which seafarers suffering from potentially life-threatening medical conditions controlled by medication may be allowed to continue to serve at sea.
- 4 The medical standards should also identify particular medical conditions, such as colour blindness, which might disqualify seafarers from holding particular positions on board ship.
- 5 Medical examinations and certification of seafarers under the standards should be conducted by one or more medical practitioners recognized by the Party. A list of medical practitioners so recognized should be made available to other Parties and to companies on request.
- 6 In the absence of mandatory international eyesight standards for seafarers, Parties should regard the minimum in-service eyesight standards set out in paragraphs 7 to 11 and table B-I/9 hereunder as the minimum for the safe operation of ships, and report on maritime casualties where poor eyesight has contributed to such incidents.
- 7 Each Administration has the discretionary authority to grant a variance or waiver of any of the standards set out in table B-I/9 hereunder, based on an assessment of a medical evaluation and any other relevant information concerning an individual's adjustment to the condition and proven ability to satisfactorily perform assigned shipboard functions. However, if the aided distant visual acuity of either eye is less than the standard, the aided distant visual acuity in the better eye should be at least 0.2 higher than the standard indicated in the table. The unaided distant visual acuity in the better eye should be at least 0.1.
- 8 Persons requiring the use of spectacles or contact lenses to perform duties should have a spare pair conveniently available on board the ship. Any need to wear visual aids to meet the required standards should be recorded on each certificate and endorsement issued.
- 9 Eyes of seafarers should be free of disease. Any permanent or progressing debilitating pathology without recovery should be cause for a determination of unfitness.
- 10 All tests needed to determine the visual fitness of a seafarer must be reliable and performed by a competent person recognized by the Administration.
- 11 Notwithstanding these provisions, the Administration may require higher standards than those given in table B-I/9 below.

ISSUE AND REGISTRATION OF CERTIFICATES***Approval of seagoing service***

- 12 In approving seagoing service required by the Convention, Parties should ensure that the service concerned is relevant to the qualification being applied for, bearing in mind that, apart from the initial familiarization with service in seagoing ships, the purpose of such service is to allow the seafarer to be instructed in and to practice, under appropri-

ate supervision, those safe and proper seagoing practices, procedures and routines which are relevant to the qualification applied for.

Approval of training courses

- 13 In approving training courses and programmes, Parties should take into account that the various IMO Model Courses identified by footnotes in part A of this Code can assist in the preparation of such courses and programmes and ensure that the detailed learning objectives recommended therein are suitably covered.

Electronic access to registers

- 14 Where the register or registers of certificates, endorsements and other documents issued by or on behalf of a Party are maintained by electronic means, provision should be made to allow controlled electronic access to such register or registers to allow Administrations and companies to confirm:
- 1 the name of the seafarer "to whom a certificate, endorsement or other qualification was issued, its relevant number, date of issue, and date of expiry;
 - 2 the capacity in which the holder may serve and any limitations attaching thereto; and
 - 3 the functions the holder may perform, the levels authorized and any limitations attaching thereto.

Table B-I/9
Minimum in-service eyesight standards

STCW Conve- nion Regu- lation	Category of sea- farer	Distance vision *		Near/imme- diate vision	Col- our vi- sion	Visual fields	Night blindness	Diplo- pia (double vision)
		one eye	other eye	Both eyes together Aided or unaided				
I/11 II/1 II/2 II/3 II/4	Masters, deck offi- cers and racings re- quired to undertake lookout duties Aided: Unaided:	0.5* 0.1	0.5 0.1	Vision required for ships' navigation (e.g. chart and nauti- cal publication refer- ence, use of bridge instrumentation and equipment, and iden- tification of aids to navigation)		Normal visual fields	Vision re- quired to perform all neces- sary func- tions in darkness without compro- mise	No sig- nificant condi- tion evi- dent
I/11 III/1 III/2 III/3 III/4	All engi- neer offi- cers and ratings forming part of an engine- room watch Aided: Unaided:	0.4 0.1	0.4 0.1	Vision required to read instruments in close proximity, to operate equipment, and to identify sys- tems/components as necessary		Suffi- cient visual fields	Vision re- quired to perform all neces- sary func- tions in darkness without compro- mise	No sig- nificant condi- tion evi- dent

* Note: Values given in Snellen decimal notation.

* Note: A value of at least 0.7 in one eye is recommended to reduce the risk of undetected underlying eye disease

STCW Conve- ntion Regu- lation	Category of sea- farer	Distance vision *		Near/imme- diate vision	Col- our vi- sion	Visual fields	Night blindness	Diplo- pia (double vision)
		one eye	other eye	Both eyes together Aided or unaided				
I/11 IV/2	Radio of- ficers and electrical/ electronic officers Aided: Unaided:	0.4 0.1	0.4 0.1	Vision required to read instruments in close proximity, to operate equipment, and to identify sys- tems/components as necessary		Suffi- cient visual fields	Vision re- quired to perform all neces- sary func- tions in darkness without com- promise	No sig- nificant condi- tion evi- dent

Section B-I/10**Guidance regarding the recognition of certificates**

(No provisions)

Section B-I/11**Guidance regarding the revalidation of certificates**

The courses required by regulation I/11 should include relevant changes in marine technology and recommendations concerning the safety of life at sea and the protection of the marine environment.

Section B-I/12**Guidance regarding the use of simulators**

- 1 When simulators are being used for training or assessment of competency, the following guidelines should be taken into consideration in conducting any such training or assessment.**

TRAINING AND ASSESSMENT IN RADAR OBSERVATION AND PLOTTING*

- 2 Training and assessment in radar observation and plotting should:
 - .1 incorporate the use of radar simulation equipment; and
 - .2 conform to standards not inferior to those given in paragraphs 3 to 17 below.
- 3 Demonstrations of and practice in radar observation should be undertaken where appropriate on live marine radar equipment, including the use of simulators. Plotting exercises should preferably be undertaken in real time, in order to increase trainees' awareness of the hazards of the improper use of radar data and improve their plotting techniques to a standard of radar plotting commensurate with that necessary for the safe execution of collision-avoidance manoeuvring under actual seagoing conditions.

* Note: Values given in Snellen decimal notation.

** The current edition of the ILO/IMO *Document for Guidance* may be of assistance in the preparation of courses.

* The following IMO Model Courses may be of assistance in the preparation of courses:

- .1 IMO Model Course 1.07 - *Radar Observation and Plotting*
- .2 IMO Model Course 1.09 - *Radar Simulator*

General

Factors affecting performance and accuracy

- 4 An elementary understanding should be attained of the principles of radar, together with a full practical knowledge of:
 - .1 range and bearing measurement, characteristics of the radar set which determine the quality of the radar display, radar antennae, polar diagrams, the effects of power radiated in directions outside the main beam, a non-technical description of the radar system, including variations in the features encountered in different types of radar set, performance monitors and equipment factors which affect maximum and minimum detection ranges and accuracy of information;
 - .2 the current marine radar performance specification adopted by the Organization;**
 - .3 the effects of the siting of the radar antenna, shadow sectors and arcs of reduced sensitivity, false echoes, effects of antenna height on detection ranges and of siting radar units and storing spares near magnetic compasses, including magnetic safe distances; and
 - .4 radiation hazards and safety precautions to be taken in the vicinity of -antenna and open waveguides.

Detection of misrepresentation of information, including false echoes and sea returns

- 5 A knowledge of the limitations to target detection is essential, to enable the observer to estimate the dangers of failure to detect targets. The following factors should be emphasized:
 - .1 performance standard of the equipment;
 - .2 brilliance, gain and video processor control settings;
 - .3 radar horizon;
 - .4 size, shape, aspect and composition of targets;
 - .5 effects of the motion of the ship in a seaway;
 - .6 propagation conditions;
 - .7 meteorological conditions; sea clutter and rain clutter,
 - .8 anti-clutter control settings;
 - .9 shadow sectors; and
 - .10 radar-to-radar interference.
- 6 A knowledge should be attained of factors which might lead to faulty interpretation, including false echoes, effects of nearby pylons and large structures, effects of power lines crossing rivers and estuaries, echoes from distant targets occurring on second or later traces.
- 7 A knowledge should be attained of aids to interpretation, including corner reflectors and radar beacons; detection and recognition of land targets; the effects of topographical features; effects of pulse length and beamwidth; radar-conspicuous and inconspicuous targets; factors which affect the echo strength from targets.

Practice

Setting up and maintaining displays

- 8 A knowledge should be attained of:
 - .1 the various types of radar display mode; unstabilized ship's-head-up relative motion; ship's-head-up, course-up and north-up stabilized relative motion and true motion;
 - .2 the effects of errors on the accuracy of information displayed; effects of transmitting compass errors on stabilized and true motion displays; effects of transmitting log er-

** See resolution A. 477 (XII) – Performance Standards for Radar Equipment.

rors on a true motion display; and the effects of inaccurate manual speed settings on a true motion display;

- .3 methods of detecting inaccurate speed settings on true motion controls; the effects of receiver noise limiting ability to display weak echo returns, and the effects of saturation by receiver noise, etc.; the adjustment of operational controls; criteria which indicate optimum points of adjustment; the importance of proper adjustment sequence, and the effects of maladjusted controls; the detection of maladjustments and corrections of:
 - .3.1 controls affecting detection ranges, and
 - .3.2 controls affecting accuracy;
- .4 the dangers of using radar equipment with maladjusted controls; and
- .5 the need for frequent regular checking of performance, and the relationship of the performance indicator to the range performance of the radar set.

Range and bearing

- 9 A knowledge should be attained of:
 - .1 the methods of measuring ranges; fixed range markers and variable range markers;
 - .2 the accuracy of each method and the relative accuracy of the different methods;
 - .3 how range data are displayed; ranges at stated intervals, digital counter and graduated scale;
 - .4 the methods of measuring bearings; rotatable cursor on transparent disc covering the display, electronic bearing cursor and other methods;
 - .5 bearing accuracy and inaccuracies caused by: parallax, heading marker displacement, centre maladjustment;
 - .6 how bearing data are displayed; graduated scale and digital counter; and
 - .7 the need for regular checking of the accuracy of ranges and bearings, methods of checking for inaccuracies and correcting or allowing for inaccuracies.

Plotting techniques and relative motion concepts

- 10 Practice should be provided in manual plotting techniques, including the use of reflection plotters, with the objective of establishing a thorough understanding of the interrelated motion between own ship and other ships, including the effects of manoeuvring to avoid collision. At the preliminary stages of this training, simple plotting exercises should be designed to establish a sound appreciation of plotting geometry and relative motion concepts. The degree of complexity of exercises should increase throughout the training course until the trainee has mastered all aspects of the subject. Competence can best be enhanced by exposing the trainee to real-time exercises performed on a simulator or using other effective means.

Identification of critical echoes

- 11 A thorough understanding should be attained of:
 - .1 position fixing by radar from land targets and sea marks;
 - .2 the accuracy of position fixing by ranges and by bearings;
 - .3 the importance of cross-checking the accuracy of radar against other navigational aids; and
 - .4 the value of recording ranges and bearings at frequent, regular intervals when using radar as an aid to collision avoidance.

Course and speed of other ships

- 12 A thorough understanding should be attained of:
 - .1 the different methods by which course and speed of other ships can be obtained from recorded ranges and bearings, including:
 - .1.1 the unstabilized relative plot,

- .1.2 the stabilized relative plot, and
- .1.3 the true plot; and
- .2 the relationship between visual and radar observations, including detail and the accuracy of estimates of course and speed of other ships, and the detection of changes in movements of other ships.

Time and distance of closest approach of crossing, meeting or overtaking ships

- 13 A thorough understanding should be attained of:
- .1 the use of recorded data to obtain:
 - .1.1 measurement of closest approach distance and bearing, and
 - .1.2 time to closest approach, and
 - .2 the importance of frequent, regular observations.

Detecting course and speed changes of other ships

- 14 A thorough understanding should be attained of:
- .1 the effects of changes of course and/or speed by other ships on their tracks across the display;
 - .2 the delay between change of course or speed and detection of that change; and
 - .3 the hazards of small changes as compared with substantial changes of course or speed in relation to rate and accuracy of detection.

Effects of changes in own ship's course or speed or both

- 15 A thorough understanding of the effects on a relative motion display of own ship's movements, and the effects of other ships' movements and the advantages of compass stabilization of a relative display.
- 16 In respect of true motion displays, a thorough understanding should be attained of:
- .1 the effects of inaccuracies of:
 - .1.1 speed and course settings, and
 - .1.2 compass stabilization data driving a stabilized relative motion display;
 - .2 the effects of changes in course or speed or both by own ship on tracks of other ships on the display; and
 - .3 the relationship of speed to frequency of observations.

Application of the International Regulations for Preventing Collisions at Sea

- 17 A thorough understanding should be attained of the relationship of the International Regulations for Preventing Collisions at Sea to the use of radar, including:
- .1 action to avoid collision, dangers of assumptions made on inadequate information and the hazards of small alterations of course or speed;
 - .2 the advantages of safe speed when using radar to avoid collision;
 - .3 the relationship of speed to closest approach distance and time and to the manoeuvring characteristics of various types of ships;
 - .4 the importance of radar observation reports and radar reporting procedures being well defined;
 - .5 the use of radar in clear weather, to obtain an appreciation of its capabilities and limitations, compare radar and visual observations and obtain an assessment of the relative accuracy of information;
 - .6 the need for early use of radar in clear weather at night and when there are indications that visibility may deteriorate;
 - .7 comparison of features displayed by radar with charted features; and
 - .8 comparison of the effects of differences between range scales.

TRAINING AND ASSESSMENT IN THE OPERATIONAL USE OF AUTOMATIC RADAR PLOTTING AIDS (ARPA)

- 18 Training and assessment in the operational use of automatic radar plotting aids (ARPA) should:
- .1 require prior completion of the training in radar observation and plotting or combine that training with the training given in paragraphs 19 to 35 below;*
 - .2 incorporate the use of ARPA simulation equipment; and
 - .3 conform to standards not inferior to those given in paragraphs 19 to 35 below.
- 19 Where ARPA training is provided as part of the general training under the 1978 STCW Convention, masters, chief mates and officers in charge of a navigational watch should understand the factors involved in decision-making based on the information supplied by ARPA in association with other navigational data inputs, having a similar appreciation of the operational aspects and of system errors of modern electronic navigational systems. This training should be progressive in nature, commensurate with the responsibilities of the individual and the certificates issued by Parties under the 1978 STCW Convention.

Theory and demonstration***Possible risks of over-reliance on ARPA***

- 20 Appreciation that ARPA is only a navigational aid and:
- .1 that its limitations, including those of its sensors, make over-reliance on ARPA dangerous, in particular for keeping a look-out; and
 - .2 the need to observe at all times the Principles to be observed in keeping a navigational watch and the Guidance on keeping a navigational watch.

Principal types of ARPA systems and their display characteristics

- 21 Knowledge of the principal types of ARPA systems in use; their various display characteristics and an understanding of when to use ground or sea stabilized modes and north-up, course-up or head-up presentations.

IMO performance standards for ARPA

- 22 An appreciation of the IMO performance standards for ARPA, in particular the standards relating to accuracy.**

Factors affecting system performance and accuracy

- 23 Knowledge of ARPA sensor input performance parameters - radar, compass and speed inputs and the effects of sensor malfunction on the accuracy of ARPA data.
- 24 Knowledge of:
- .1 the effects of the limitations of radar range and bearing discrimination and accuracy and the limitations of compass and speed input accuracies on the accuracy of ARPA data; and
 - .2 factors which influence vector accuracy.

Tracking capabilities and limitations

- 25 Knowledge of:
- .1 the criteria for the selection of targets by automatic acquisition;
 - .2 the factors leading to the correct choice of targets for manual acquisition;

* IMO Model Course 1.08 - *The Operational Use of Automatic Radar Plotting Aids (ARPA)* may be of assistance in the preparation of courses

** See resolution A.422(XI) - Performance Standards for Automatic Radar Plotting Aids (ARPA) and resolution A.823(19) - Performance Standards for Automatic Radar Plotting Aids (ARPAs).

- .3 the effects on tracking of "lost" targets and target fading;
- .4 the circumstances causing "target swap" and its effects on displayed data.

Processing delays

- 26 Knowledge of the delays inherent in the display of processed ARPA information, particularly on acquisition and re-acquisition or when a tracked target manoeuvres.

Operational warnings, their benefits and limitations

- 27 Appreciation of the uses, benefits and limitations of ARPA operational warnings and their correct setting, where applicable, to avoid spurious interference.

System operational tests

- 28 Knowledge of:
- .1 methods of testing for malfunctions of ARPA systems, including functional self-testing; and
 - .2 precautions to be taken after a malfunction occurs.

Manual and automatic acquisition of targets and their respective limitations

- 29 Knowledge of the limits imposed on both types of acquisition in multi-target scenarios, and the effects on acquisition of target fading and target swap.

True and relative vectors and typical graphic representation of target information and danger areas

- 30 Thorough knowledge of true and relative vectors; derivation of targets' true courses and speeds including:
- .1 threat assessment, derivation of predicted closest point of approach and predicted time to closest point of approach from forward extrapolation of vectors, the use of graphic representation of danger areas;
 - .2 the effects of alterations of course and/or speed of own ship and/or targets on predicted closest point of approach and predicted time to closest point of approach and danger areas;
 - .3 the effects of incorrect vectors and danger areas; and
 - .4 the benefit of switching between true and relative vectors.

Information on past positions of targets being tracked

- 31 Knowledge of the derivation of past positions of targets being tracked, recognition of historic data as a means of indicating recent manoeuvring of targets and as a method of checking the validity of the ARPA's tracking.

Practice

Setting up and maintaining displays

- 32 Ability to demonstrate:
- .1 the correct starting procedure to obtain the optimum display of ARPA information;
 - .2 the selection of display presentation; stabilized relative motion displays and true motion displays;
 - .3 the correct adjustment of all variable radar display controls for optimum display of data;
 - .4 the selection, as appropriate, of required speed input to ARPA;
 - .5 the selection of ARPA plotting controls, manual/automatic acquisition, vector/graphic display of data;
 - .6 the selection of the time scale of vectors/graphics;
 - .7 the use of exclusion areas when automatic acquisition is employed by ARPA; and
 - .8 performance checks of radar, compass, speed input sensors and ARPA.

System operational tests

- 33 Ability to perform system checks and determine data accuracy of ARPA, including the trial manoeuvre facility, by checking against basic radar plot.

Obtaining information from the ARPA display

- 34 Demonstrate the ability to obtain information in both relative and true motion modes of display, including:
- .1 the identification of critical echoes;
 - .2 the speed and direction of target's relative movement;
 - .3 the time to, and predicted range at, target's closest point of approach;
 - .4 the courses and speeds of targets;
 - .5 detecting course and speed changes of targets and the limitations of such information;
 - .6 the effect of changes in own ship's course or speed or both; and
 - .7 the operation of the trial manoeuvre facility.

Application of the International Regulations for Preventing Collisions at Sea

- 35 Analysis of potential collision situations from displayed information, determination and execution of action to avoid close-quarters situations in accordance with the International Regulations for Preventing Collisions at Sea in force.

RECOMMENDED PERFORMANCE STANDARDS FOR NON-MANDATORY TYPES OF SIMULATION

- 36 Performance standards for non-mandatory simulation equipment used for training and/or assessment of competence or demonstration of skills are set out hereunder. Such forms of simulation include, but are not limited to, the following types:
- .1 navigation and watchkeeping;
 - .2 ship handling and manoeuvring;
 - .3 cargo handling and stowage;
 - .4 radiocommunications; and
 - .5 main and auxiliary machinery operation

Navigation and watchkeeping simulation

- 37 Navigation and watchkeeping simulation equipment should, in addition to meeting all applicable performance standards set out in section A-I/12, be capable of simulating navigational equipment and bridge operational controls which meet all applicable performance standards adopted by the Organization*, incorporate facilities to generate soundings and:

* See:

- .1 Resolution A.224(VII) - Performance Standards for Echo-Sounding Equipment
- .2 Resolution A.282(VIII) - Recommendation on the Installation and Use of Manoeuvring Lights
- .3 Resolution A.342(IX) - Recommendation on Performance Standards for Automatic Pilots
- .4 Resolution A.422(XI) - Performance Standards for Automatic Radar Plotting Aids (ARPA) and resolution A.823(18) - Performance Standards for Automatic Radar Plotting Aids (ARPAs)
- .5 Resolution A.424(XI) - Performance Standards for Gyro-Compasses
- .6 Resolution A.477(XII) - Performance Standards for Radar Equipment
- .7 Resolution A.478(XII) - Performance Standards for Devices to Indicate Speed and Distance and resolution A.824(19) - Performance Standards for Devices to Indicate Speed and Distance
- .8 Resolution A.526(13) - Performance Standards for Ratc-of-Turn Indicators
- .9 Resolution A.529(13) - Accuracy Standards for Navigation
- .10 Resolution A.574(14) - Recommendation on General Requirements for Electronic Navigational Aids
- .11 Resolution A.575(14) - Unification of Performance Standards for Navigational Equipment
- .12 Resolution A.665(16) - Performance Standards for Radio Direction-Finding Systems

- .1 create a real-time operating environment, including navigation control and communications instruments and equipment appropriate to the navigation and watchkeeping tasks to be carried out and the manoeuvring skills to be assessed;
- .2 provide a realistic visual scenario by day or by night, including variable visibility, or by night only as seen from the bridge, with a minimum horizontal field of view available to the trainee in viewing sectors appropriate to the navigation and watchkeeping tasks and objectives; and
- .3 realistically simulate 'Own ship' dynamics in open water conditions, including the effects of weather, tidal stream, currents and interaction with other ships.

Ship handling and manoeuvring simulation

38 In addition to meeting the performance standards set out in paragraph 37, ship handling simulation equipment should:

- .1 provide a realistic visual scenario as seen from the bridge by day and by night with variable visibility throughout a minimum horizontal field of view available to the trainee in viewing sectors appropriate to the ship handling and manoeuvring training tasks and objectives;* and
- .2 realistically simulate 'Own ship' dynamics in restricted waterways, including shallow-water and bank effects.

39 Where manned scale models are used to provide ship handling and manoeuvring simulation, in addition to the performance standards set out in paragraphs 37.3 and 38.2, such equipment should:

- .1 incorporate scaling factors which present accurately the dimensions, areas, volume and displacement, speed, time and rate of turn of a real ship; and
- .2 incorporate controls for the rudder and engines to the correct time-scale.

Cargo handling and stowage simulation

40 Cargo handling simulation equipment should be capable of simulating cargo handling and control equipment which meets all applicable performance standard adopted by the Organization,** and incorporate facilities to:

- .1 create an effective operational environment, including a cargo-control station with such instrumentation as may be appropriate to the particular type of cargo system modelled;
- .2 model loading and unloading functions and stability and stress data appropriate to the cargo-handling tasks to be carried out and the skills to be assessed; and
- .3 simulate loading, unloading, ballasting and deballasting operations and appropriate associated calculations for stability, trim, list, longitudinal strength, torsional stress and damage stability*.

GMDSS communication simulation

41 GMDSS communication simulation equipment should be capable of simulating GMDSS communication equipment which meets all applicable performance standards adopted by the Organization**, and incorporate facilities to:

.13 Resolution A.694(17) — General Requirements for Shipborne Radio Equipment Forming Part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids

* IMO Model Course 1.22 - *Ship Simulator and Bridge Teamwork* may be of assistance in the preparation of courses.

** No standards have as yet been adopted by the Organization.

* IMO Model Course 2.06 - *Cargo and Ballast Handling Simulator* may be of assistance in the preparation of courses.

** See:

- .1 simulate the operation of VHP, VHF-DSC, NAVTEX, EPIRB and watch receiver equipment as required for the Restricted Operator's Certificate (ROC);
- .2 simulate the operation of INMARSAT-A, -B and -C ship earth stations, MF/HF NBDP, MF/HF-DSC, VHP, VHF-DSC, NAVTEX, EPIRB and watch receiver equipment as required for the General Operator's Certificate (GOC);
- .3 provide voice communication with background noise;
- .4 provide a printed text communication facility; and
- .5 create a real-time operating environment, consisting of an integrated system, incorporating at least one instructor/assessor station and at least two GMDSS ship or shore stations.

Main and auxiliary machinery operation simulation

- 42 Engine-room simulation equipment should be capable of simulating a main and auxiliary machinery system and incorporate facilities to:
 - .1 create a real-time environment for seagoing and harbour operations with communication devices and simulation of appropriate main and auxiliary propulsion machinery equipment and control panels;
 - .2 simulate relevant sub-systems that should include but not be restricted to boiler, steering gear, electrical power general and distribution systems, including emergency power supplies, and fuel, cooling water, refrigeration, bilge and ballast systems;
-
- .1 Resolution A.421 (XI) concerning operational standards for radiotelephone alarm signal generators (see also resolutions A.807(19) and A.808(19))
 - .2 Resolution A.803(19) - Performance Standards for Shipborne VHP Radio Installations Capable of Voice Communication and Digital Selective Calling
 - .3 Resolution A.804(19) - Performance Standards for Shipborne MF Radio Installations Capable of Voice Communication and Digital Selective Calling
 - .4 Resolution A.805(19) - Performance Standards for Float-Free VHF Emergency Position-indicating Radio Beacons
 - .5 Resolution A.806(19) - Performance Standards for Shipborne MF/HF Radio Installations Capable of Voice Communication, Narrow-Band Direct Printing and Digital Selective Calling
 - .6 Resolution A.812(19) - Performance Standards for Float-Free Satellite Emergency Position-indicating Radio Beacons Operating through the Geostationary Inmarsat Satellite System on 1.6 GHz
 - .7 Resolution A.662(16) - Performance Standards for Float-Free Release and Activation Arrangements for Emergency Radio Equipment
 - .8 Resolution A.807(19) - Performance Standards for Inmarsat-C Ship Earth Stations Capable of Transmitting and Receiving Direct-Printing Communications and resolution A.570(14) - Type Approval of Ship Earth Stations
 - .9 Resolution A.664(16) - Performance Standards for Enhanced Group Call Equipment
 - .10 Resolution A.694(17) - General Requirements for Shipborne Radio Equipment Forming Part of the GMDSS and for Electronic Navigational Aids
 - .11 Resolution A.696(17) - Type Approval for Satellite Emergency Position-indicating Radio Beacons (EPIRBs) Operating in the COSPAS-SARSAT System
 - .12 Resolution A.802(19) - Performance Standards for Survival Craft Radar Transponders for use in Search and Rescue Operations
 - .13 Resolution A.808(19) - Performance standards for Ship Earth Stations Capable of Two-way Communications and resolution A.570(14) - Type Approval of Ship Earth Stations
 - .14 Resolution A.699(17) - System Performance Standard for the Promulgation and Coordination of Maritime Safety Information using HF NBDP
 - .15 Resolution A.700(17) - Performance Standards for Narrow-Band Direct-Printing Telegraph Equipment for the Reception of Navigational and Meteorological Warnings and Urgent Information to Ships (MSI) by HF
 - .16 Resolution A.810(19) - Performance Standards for Float-Free Satellite Emergency Position-Indicating Radio Beacons (EPIRBs) Operating on 406 MHz.

- .3 monitor and evaluate engine performance and remote sensing systems;
- .4 simulate machinery malfunctions;
- .5 allow for the variable external conditions to be changed so as to influence the simulated operations: weather, ship's draught, seawater and air temperatures;
- .6 allow for instructor-controlled external conditions to be changed: deck steam, accommodation steam, deck air, ice conditions, deck cranes, heavy power, bow thrust, ship load;
- .7 allow for instructor-controlled simulator dynamics to be changed: emergency run, process responses, ship responses; and
- .8 provide a facility to isolate certain processes, such as speed, electrical system, diesel oil system, lubricating oil system, heavy oil system, seawater system, steam system, exhaust boiler and turbo generator, for performing specific training tasks.*

Section B-I/13

Guidance regarding the conduct of trials

(No provisions)

Section B-I/14

Guidance regarding responsibilities of companies and recommended responsibilities of masters and crew members

Companies

- 1 Companies should provide ship-specific introductory programmes aimed at assisting newly employed seafarers to familiarize themselves with all procedures and equipment relating to their areas of responsibility.

Master

- 2 The master should take all steps necessary to implement any company instructions issued in accordance with section A-I/14. Such steps should include:
 - .1 identifying all seafarers who are newly employed on board the ship before they are assigned to any duties;
 - .2 providing the opportunity for all newly arrived seafarers to:
 - .2.1 visit the spaces in which their primary duties will be performed,
 - .2.2 get acquainted with the location, controls and display features of equipment they will be operating or using,
 - .2.3 activate the equipment when possible and perform functions using the controls on the equipment, and
 - .2.4 observe and ask questions of someone who is already familiar with the equipment, procedures and other arrangements, and who can communicate information in a language which the seafarer understands; and
 - .3 providing for a suitable period of supervision when there is any doubt that a newly employed seafarer is familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of his or her duties.

Crew members

- 3 Seafarers who are newly assigned to a ship should take full advantage of every opportunity provided to become familiar with the shipboard equipment, operating procedures and other arrangements needed for the proper performance of their duties. Immediately upon arriving on board for the first time, each seafarer has the responsibility to become

* IMO Model Cours 2.07 - Engine Room Simulator may be of assistance in the preparation of courses.

acquainted with the ship's working environment, particularly with respect to new or unfamiliar equipment, procedures or arrangements.

- 4 Seafarers who do not promptly attain the level of familiarity required for performing their duties have the obligation to bring this fact to the attention of their supervisor or to the attention of the crew member designated in accordance with section A-I/14, paragraph 2.2, and to identify any equipment, procedure or arrangement which remains unfamiliar.

Section B-I/15

Guidance regarding transitional provisions

(No provisions)

Chapter II

Guidance regarding the master and the deck department

Section B-II/1

Guidance regarding the certification of officers in charge of a navigational watch on ships of 500 gross tonnage or more

Training

- 1 Every candidate for certification as officer in charge of a navigational watch should have completed a planned and structured programme of training designed to assist a prospective officer to achieve the standard of competence in accordance with table A-II/1.
- 2 The structure of the programme of training should be set out in a training plan which clearly expresses for all parties involved the objectives of each stage of training on board and ashore. It is important that the prospective officer, tutors, ships' staff and company personnel are clear about the competences which are to be achieved at the end of the programme and how they are to be achieved through a combination of education, training and practical experience on board and ashore.
- 3 The mandatory periods of seagoing service are of prime importance in learning the job of being a ship's officer and in achieving the overall standard of competence required. Properly planned and structured, the periods of seagoing service will enable prospective officers to acquire and practice skills and will offer opportunities for competences achieved to be demonstrated and assessed.
- 4 Where the seagoing service forms part of an approved training programme, the following principles should be observed:
 - .1 The programme of on-board training should be an integral part of the overall training plan.
 - .2 The programme of on-board training should be managed and co-ordinated by the company which manages the ship on which the seagoing service is to be performed.
 - .3 The prospective officer should be provided with a training record book* to enable a comprehensive record of practical training and experience at sea to be maintained. The training record book should be laid out in such a way that it can provide detailed information about the tasks and duties which should be undertaken and the progress towards their completion. Duty completed, the record book will provide unique evidence that a structured programme of on-board training has been completed which

* IMO Model Course 7.03 - *Officer in Charge of a Navigational Watch* and a similar document produced by the International Shipping Federation may be of assistance in the preparation of training record books.

can be taken into account in the process of evaluating competence for the issue of a certificate.

- .4 At all times, the prospective officer should be aware of two identifiable individuals who are immediately responsible for the management of the programme of on-board training. The first of these is a qualified seagoing officer, referred to as the shipboard training officer, who, under the authority of the master, should organise and supervise the programme of training for the duration of each voyage. The second should be a person nominated by the company, referred to as the company training officer, who should have an overall responsibility for the training programme and for co-ordination with colleges and training institutions.
- .5 The company should ensure that appropriate periods are set aside for completion of the programme of on-board training within the normal operational requirements of the ship.

Roles and responsibilities

- 5 The following section summarises the roles and responsibilities of those individuals involved in organizing and conducting on-board training:
 - .1 The company training officer should be responsible for:
 - .1.1 overall administration of the programme of training,
 - .1.2 monitoring the progress of the prospective officer throughout, and
 - .1.3 issuing guidance as required and ensuring that all concerned with the training programme play their parts.
 - .2 The shipboard training officer should be responsible for:
 - .2.1 organizing the programme of practical training at sea,
 - .2.2 ensuring in a supervisory capacity that the training record book is properly maintained and that all other requirements are fulfilled, and
 - .2.3 making sure, so far as is practicable, that the time the prospective officer spends on board is as useful as possible in terms of training and experience, and is consistent with the objectives of the training programme, the progress of training and the operational constraints of the ship.
 - .3 The master's responsibilities should be to:
 - .3.1 provide the link between the shipboard training officer and the company training officer ashore,
 - .3.2 fulfill the role of continuity if the shipboard training officer is relieved during the voyage, and
 - .3.3 ensure that all concerned are effectively carrying out the on-board training programme.
 - .4 The prospective officer's responsibilities should be to:
 - .4.1 follow diligently the programme of training as laid down,
 - .4.2 make the most of the opportunities presented, be they in or outside working hours, and
 - .4.3 keep the training record book up to date and ensure that it is available at all times for scrutiny.

Induction

- 6 At the beginning of the programme and at the start of each voyage on a different ship, prospective officers should be given foil information and guidance as to what is expected of them and how the training programme is to be organized. Induction presents the opportunity to brief prospective officers about important aspects of the tasks they will be undertaking, with particular regard to safe working practices and protection of the marine environment.

Shipboard programme of training

- 7 The training record book should contain, amongst other things, a number of training tasks or duties which should be undertaken as part of the approved programme of on-board training. Such tasks and duties should relate to at least the following areas:
 - .1 steering systems;
 - .2 general seamanship;
 - .3 mooring, anchoring and port operations;
 - .4 life-saving and fire-fighting appliances;
 - .5 systems and equipment;
 - .6 cargo work;
 - .7 bridge work and watchkeeping; and
 - .8 engine-room familiarization.
- 8 It is extremely important that the prospective officer is given adequate opportunity for supervised bridge watchkeeping experience, particularly in the later stages of the on-board training programme.
- 9 The performance of the prospective officers in each of the tasks and duties itemized in the training record book should be initialled by a qualified officer when, in the opinion of the officer concerned, a prospective officer has achieved a satisfactory standard of proficiency. It is important to appreciate that a prospective officer may need to demonstrate ability on several occasions before a qualified officer is confident that a satisfactory standard has been achieved.

Monitoring and reviewing

- 10 Guidance and reviewing are essential to ensure that prospective officers are fully aware of the progress they are making and to enable them to join in decisions about their future programme. To be effective, reviews should be linked to information gained through the training record book and other sources as appropriate. The training record book should be scrutinized and endorsed formally by the master and the shipboard training officer at the beginning, during and at the end of each voyage. The training record book should also be examined and endorsed by the company training officer between voyages.

Assessment of abilities and skills in navigational watchkeeping

- 11 A candidate for certification who is required to have received special training and assessment of abilities and skills in navigational watchkeeping duties should be required to provide evidence, through demonstration either on a simulator or on board ship as part of an approved programme of shipboard training, that the skills and ability to perform as officer in charge of a navigational watch in at least the following areas have been acquired, namely to:
 - .1 prepare for and conduct a passage, including:
 - .1.1 interpreting and applying information obtained from charts,
 - .1.2 fixing position in coastal waters,
 - .1.3 applying basic information obtained from tide tables and other navigational publications,
 - .1.4 checking and operating bridge equipment,
 - .1.5 checking magnetic and gyro-compasses,
 - .1.6 assessing available meteorological information,
 - .1.7 using celestial bodies to fix position,
 - .1.8 determining the compass error by celestial and terrestrial means, and
 - .1.9 performing calculations for sailings of up to 24 hours;
 - .2 operate and apply information obtained from electronic navigation systems;

- .3 operate radar and ARPA and apply radar information for navigation and collision avoidance;
 - .4 operate propulsion and steering systems to control heading and speed;
 - .5 implement navigational watch routines and procedures;
 - .6 implement the manoeuvres required for rescue of persons overboard;
 - .7 initiate action to be taken in the event of an imminent emergency situation (e.g. fire, collision, stranding) and action in the immediate aftermath of an emergency;
 - .8 initiate action to be taken in event of malfunction or failure of major items of equipment or plant (e.g. steering gear, power, navigation systems);
 - .9 conduct radiocommunications and visual and sound signalling in normal and emergency situations; and
 - .10 monitor and operate safety and alarm systems, including internal communications.
- 12 Assessment of abilities and skills in navigational watchkeeping should:
- .1 be made against the criteria for evaluating competence for the function of navigation set out in table A-II/1;
 - .2 ensure that the candidate performs navigational watchkeeping duties in accordance with the Principles to be observed in keeping a safe navigational watch (section A-VIII/2, part 3-1) and the Guidance on keeping a navigational watch (section B-VIII/2, part 3-1).

Evaluation of competence

- 13 The standard of competence to be achieved for certification as officer in charge of a navigational watch is set out in table A-II/1. The standard specifies the knowledge and skill required and the application of that knowledge and skill to the standard of performance required on board ship.
- 14 Scope of knowledge is implicit in the concept of competence. Assessment of competence should, therefore, encompass more than the immediate technical requirements of the job, the skills and tasks to be performed, and should reflect the broader aspects needed to meet the full expectations of competent performance as a ships' officer. This includes relevant knowledge, theory, principles and cognitive skills which, to varying degrees, underpin all levels of competence. It also encompasses proficiency in what to do, how and when to do it, and why it should be done. Properly applied, this will help to ensure that a candidate can:
- .1 work competently in different ships and across a range of circumstances;
 - .2 anticipate, prepare for and deal with contingencies; and
 - .3 adapt to new and changing requirements.
- 15 The criteria for evaluating competence (column 4 of table A-II/1) identify, primarily in outcome terms, the essential aspects of competent performance. They are expressed so that assessment of a candidate's performance can be made against them and should be adequately documented in the training record book.
- 16 Evaluation of competence is the process of:
- .1 collecting sufficient valid and reliable evidence about the candidate's knowledge, understanding and proficiency to accomplish the tasks, duties and responsibilities listed in column 1 of table A-II/1; and
 - .2 judging that evidence against the criteria specified in the standard.
- 17 The arrangements for evaluating competence should be designed to take account of different methods of assessment which can provide different types of evidence about candidates' competence, e.g.:
- .1 direct observation of work activities (including seagoing service);
 - .2 skills/proficiency/competency tests;
 - .3 projects and assignments;
 - .4 evidence from previous experience; and

- .5 written, oral and computer-based questioning techniques.*
- 18 One or more of the first four methods listed should almost invariably be used to provide evidence of ability, in addition to appropriate questioning techniques to provide evidence of supporting knowledge and understanding.

Section B-II/2

Guidance regarding the certification of masters and chief mates on ships of 500 gross tonnage or more

(See section B-II/1 for guidance.)

Section B-II/3

Guidance regarding the certification of officers in charge of a navigational watch and of masters on ships of less than 500 gross tonnage

(See section B-II/1 for guidance.)

Section B-II/4

Guidance regarding the training and certification of ratings forming part of a navigational watch

In addition to the requirements stated in table A-II/4 of this Code, Parties are encouraged for safety reasons to include the following subjects in the training of ratings forming part of a navigational watch:

- .1 a basic knowledge of the International Regulations for Preventing Collisions at Sea;
- .2 rigging a pilot ladder;
- .3 an understanding of wheel orders given by pilots in English;
- .4 training for proficiency in survival craft and rescue boats;
- .5 support duties when berthing and unberthing and during towing operations;
- .6 a basic knowledge of anchoring;
- .7 a basic knowledge of dangerous cargoes;
- .8 a basic knowledge of stowage procedures and arrangements for bringing stores on board; and
- .9 a basic knowledge of deck maintenance and tools used on deck.

Chapter III

Guidance regarding the engine department

Section B-III/1

Guidance regarding the certification of officers in charge of an engineering watch in a manned engine-room or as designated duty engineers in a periodically unmanned engine-room

- 1 In table A-III/1, column 1, top block, the tools referred to should include hand tools, common measuring equipment, centre lathes, drilling machines, welding equipment and milling machines as appropriate.
- 2 Training in workshop skills ashore can be carried out in a training institution or approved workshop.
- 3 On-board training should be adequately documented in the training record book by qualified assessors.

* IMO Model Course 3.12 - *Examination and Certification of Seafarers* may be of assistance in the preparation of courses.

Section B-III/2

Guidance regarding the certification of chief engineer officers and second engineer officers of ships powered by main propulsion machinery of 3,000 kW propulsion power or more

(No provisions)

Section B-III/3

Guidance regarding the certification of chief engineer officers and second engineer officers of ships powered by main propulsion machinery between 750 kW and 3,000 kW propulsion power

(No provisions)

Section B-III/4

Guidance regarding the training and certification of ratings forming part of a watch in a manned engine-room or designated to perform duties in a periodically unmanned engine-room

In addition to the requirements stated in section A-III/4 of this Code, Parties are encouraged for safety reasons to include the following items in the training of ratings forming part of an engineering watch:

- .1 a basic knowledge of routine pumping operations, such as bilge, ballast and cargo pumping systems;
- .2 a basic knowledge of electrical installations and the associated dangers;
- .3 a basic knowledge of maintenance and repair of machinery and tools used in the engine-room; and
- .4 a basic knowledge of stowage and arrangements for bringing stores on board.

Chapter IV

Guidance regarding radiocommunication and radio personnel

Section B-IV/1

Guidance regarding the application of chapter IV

(No provisions)

Section B-IV/2

Guidance regarding training and certification of GMDSS radio personnel

TRAINING RELATED TO THE FIRST-CLASS RADIOELECTRONIC CERTIFICATE

General

- 1 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.
- 2 The training should be relevant to the provisions of the STCW Convention, the provisions of the Radio Regulations annexed to the International Telecommunication Convention (Radio Regulations) and the provisions of the International Convention for the Safety of Life at Sea (SOLAS Convention) currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In de-

veloping training requirements, account should be taken of at least the knowledge and training given in paragraphs 3 to 14 hereunder.*

Theory

- 3 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS, sufficient to support the practical training provisions given in paragraph 13.
- 4 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.
- 5 Knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the provisions given in paragraphs 6 to 10 below.
- 6 Theoretical knowledge of GMDSS radiocommunication equipment, including narrow-band direct-printing telegraphy and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radio beacons (EPIRBs), marine antenna systems, radio equipment for survival craft together with all auxiliary items, including power supplies, as well as general knowledge of the principles of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service.
- 7 Knowledge of factors that affect system reliability, availability, maintenance procedures and proper use of test equipment.
- 8 Knowledge of microprocessors and fault diagnosis in systems using micro processors.
- 9 Knowledge of control systems in the GMDSS radio equipment, including testing and analysis.
- 10 Knowledge of the use of computer software for the GMDSS radio equipment and methods for correcting faults caused by loss of software control of the equipment.

Regulations and documentation

- 11 Knowledge of:
 - .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications,
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic, and
 - .1.3 prevention of unauthorized transmissions;
 - .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
 - .3 use of the International Code of Signals and the Standard Marine Navigational Vocabulary as replaced by the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

- 12 Knowledge of and training in:
 - .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
 - .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
 - .3 radiocommunication watchkeeping relevant to all GMDSS sub-systems, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures and radio records;

* IMO Model Course [] related to the First-Class Radioelectronic Certificate (being developed) may be of assistance in the preparation of courses.

- .4 use of the international phonetic alphabet;
- .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
- .6 ship reporting systems and procedures;
- .7 radiocommunication procedures of the IMO Merchant Ship Starch and Rescue Manual (MERSAR);
- .8 radio medical systems and procedures; and
- .9 causes of false distress alerts and means to avoid them.*

Practical

13 Practical training, supported by appropriate laboratory work, should be given in:

- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
- .2 safe operation of all the GMDSS communication equipment and ancillary devices, including safety precautions;
- .3 adequate and accurate keyboard skills for the satisfactory exchange of communications;
- .4 operational techniques for
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy,
 - .4.2 antenna adjustment and re-alignment, as appropriate,
 - .4.3 use of radio life-saving appliances, and
 - .4.4 use of emergency position-indicating radio beacons (EPIRBs);
- .5 antenna rigging, repair and maintenance, as appropriate;
- .6 reading and understanding pictorial, logic and circuit diagrams;
- .7 use and care of those tools and test instruments necessary to carry out at-sea electronic maintenance;
- .8 manual soldering and desoldering techniques, including those involving semiconductor devices and modern circuits, and the ability to distinguish whether the circuit is suitable to be manually soldered or desoldered;
- .9 tracing and repair of faults to component level where practicable, and to board/module level in other cases;
- .10 recognition and correction of conditions contributing to the fault occurring;
- .11 maintenance procedures, both preventive and corrective, for all GMDSS communication equipment and radionavigation equipment; and
- .12 methods of alleviating electrical and electromagnetic interference such as bonding, shielding and bypassing.

Miscellaneous

14 Knowledge of and/or training in:

- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
- .2 world geography, especially the principal shipping routes, services of rescue co-ordination centres (RCCs) and related communication routes;
- .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
- .4 fire prevention and fire fighting, with particular reference to the radio installation;
- .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;

* See COM/Circ.127 - Guidelines for avoiding false distress alerts.

- .6 first aid, including heart - respiration revival techniques; and
- .7 co-ordinated universal time (UTC), global time zones and the international date line.

TRAINING RELATED TO THE SECOND-CLASS RADIOELECTRONIC CERTIFICATE

General

- 15 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.
- 16 The training should be relevant to the provisions of the STCW Convention, and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training requirements, account should be taken of at least the knowledge and training given in paragraphs 17 to 28 hereunder.*

Theory

- 17 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS, sufficient to support the practical training provisions given in paragraph 27 below.
- 18 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.
- 19 Knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the provisions given in paragraphs 20 to 24 below.
- 20 General theoretical knowledge of GMDSS radiocommunication equipment, including narrow-band direct-printing telegraph and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radio beacons (EPIRBs), marine antenna systems, radio equipment for survival craft together with all auxiliary items, including power supplies, as well as general knowledge of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service.
- 21 General knowledge of factors that affect system reliability, availability, maintenance procedures and proper use of test equipment.
- 22 General knowledge of microprocessors and fault diagnosis in systems using microprocessors.
- 23 General knowledge of control systems in the GMDSS radio equipment, including testing and analysis.
- 24 Knowledge of the use of computer software for the GMDSS radio equipment and methods for correcting faults caused by loss of software control of the equipment.

Regulations and documentation

- 25 Knowledge of:
 - .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications,
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic, and
 - .1.3 the prevention of unauthorized transmissions;
 - .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warn-

* IMO Model Course [] related to the Second-Class Radioelectronic Certificate (being developed) may be of assistance in the preparation of courses.

- ings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
- .3 the use of the International Code of Signals and the Standard Marine Navigational Vocabulary as replaced by the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

26 Training should be given in:

- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
- .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
- .3 radiocommunication watchkeeping relevant to all GMDSS sub-systems, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures and radio records;
- .4 use of the international phonetic alphabet;
- .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
- .6 ship reporting systems and procedures;
- .7 radiocommunication procedures of the IMO Merchant Ship Search and Rescue Manual (MERSAR);
- .8 radio medical systems and procedures; and
- .9 causes of false distress alerts and means to avoid them.*

Practical

27 Practical training, supported by appropriate laboratory work, should be given in:

- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
- .2 safe operation of all the GMDSS communication equipment and ancillary devices, including safety precautions;
- .3 adequate and accurate keyboard skills for the satisfactory exchange of communications;
- .4 operational techniques for:
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy,
 - .4.2 antenna adjustment and re-alignment, as appropriate,
 - .4.3 use of radio life-saving appliances, and
 - .4.4 use of emergency position-indicating radio beacons (EPIRBs);
- .5 antenna rigging, repair and maintenance, as appropriate;
- .6 reading and understanding pictorial, logic and module interconnection diagrams;
- .7 use and care of those tools and test instruments necessary to carry out at-sea electronic maintenance at the level of unit or module replacement;
- .8 basic manual soldering and desoldering techniques and their Limitations;
- .9 tracing and repair of faults to board/module level;
- .10 recognition and correction of conditions contributing to the fault occurring;
- .11 basic maintenance procedures, both preventive and corrective, for all the GMDSS communication equipment and radionavigation equipment; and
- .12 methods of alleviating electrical and electromagnetic interference such as bonding, shielding and bypassing.

* See COM/Circ. 127 - Guidelines for avoiding false distress alerts.

Miscellaneous

28 Knowledge of, and/or training in:

- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
- .2 world geography, especially the principal shipping routes, services of rescue co-ordination centres (RCCs) and related communication routes;
- .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
- .4 fire prevention and fire fighting, with particular reference to the radio installation;
- .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;
- .6 first aid, including heart-respiration revival techniques; and
- .7 co-ordinated universal time (UTC), global time zones and international date line.

TRAINING RELATED TO THE GENERAL OPERATOR'S CERTIFICATE**General⁵**

- 29 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.
- 30 The training should be relevant to the provisions of the STCW Convention, the Radio Regulations and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training requirements, account should be taken of at least the knowledge and training given in paragraphs 31 to 36 hereunder.*

Theory

- 31 Knowledge of the general principles and basic factors necessary for safe and efficient use of all sub-systems and equipment required in the GMDSS sufficient to support the practical training provisions given in paragraph 35 below.
- 32 Knowledge of the use, operation and service areas of GMDSS sub-systems, including satellite system characteristics, navigational and meteorological warning systems and selection of appropriate communication circuits.

Regulations and documentation

33 Knowledge of:

- .1 the SOLAS Convention and the Radio Regulations, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications,
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic, and
 - .1.3 prevention of unauthorized transmissions;
- .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings, and weather broadcasts in the Maritime Mobile Service and the Maritime Mobile Satellite Service; and
- .3 use of the International Code of Signals and the Standard Marine Navigational Vocabulary as replaced by the IMO Standard Marine Communication Phrases.

* IMO Model Course [] related to the General Operator's Certificate (being developed) may be of assistance in the preparation of courses.

Watchkeeping and procedures

34 Training should be given in:

- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems;
- .2 procedures for using propagation-prediction information to establish optimum frequencies for communications;
- .3 radiocommunication watchkeeping relevant to all GMDSS sub-systems, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures and radio records;
- .4 use of the international phonetic alphabet;
- .5 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency;
- .6 ship reporting systems and procedures;
- .7 radiocommunication procedures of the IMO Merchant Ship Search and Rescue Manual (MERSAR);
- .8 radio medical systems and procedures; and
- .9 causes of false distress alerts and means to avoid them.*

Practical

35 Practical training should be given in:

- .1 correct and efficient operation of all GMDSS sub-systems and equipment under normal propagation conditions and under typical interference conditions;
- .2 safe operation of all the GMDSS communications equipment and ancillary devices, including safety precautions;
- .3 accurate and adequate keyboard skills for the satisfactory exchange of communications; and
- .4 operational techniques for:
 - .4.1 receiver and transmitter adjustment for the appropriate mode of operation, including digital selective calling and direct-printing telegraphy,
 - .4.2 antenna adjustment and re-alignment as appropriate,
 - .4.3 use of radio life-saving appliances, and
 - .4.4 use of emergency position-indicating radio beacons (EPIRBs).

Miscellaneous

36 Knowledge of, and/or training in:

- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
- .2 world geography, especially the principal shipping routes, services of rescue co-ordination centres (RCCs) and related communication routes;
- .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
- .4 fire prevention and fire fighting, with particular reference to the radio installation;
- .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards;
- .6 first aid, including heart-respiration revival techniques; and
- .7 co-ordinated universal time (UTC), global time zones and international date line.

* See COM/Circ.127 - Guidelines for avoiding false distress alerts.

TRAINING RELATED TO THE RESTRICTED OPERATOR'S CERTIFICATE**General**

- 37 The requirements of medical fitness, especially as to hearing, eyesight and speech, should be met by the candidate before training is commenced.
- 38 The training should be relevant to the provisions of the STCW Convention, the Radio Regulations and the SOLAS Convention currently in force, with particular attention given to provisions for the global maritime distress and safety system (GMDSS). In developing training guidance, account should be taken of at least the knowledge and training given in paragraphs 39 to 44 hereunder.*

Theory

- 39 Knowledge of the general principles and basic factors, including VHP range limitation and antenna height effect necessary for safe and efficient use of all sub systems and equipment required in GMDSS in sea area A1, sufficient to support the training given in paragraph 43 below.
- 40 Knowledge of the use, operation and service areas of GMDSS sea area A1 sub systems, e.g. navigational and meteorological warning systems and the appropriate communication circuits.

Regulations and documentation

- 41 Knowledge of:
- .1 those parts of the SOLAS Convention and the Radio Regulations relevant to sea area A1, with particular emphasis on:
 - .1.1 distress, urgency and safety radiocommunications,
 - .1.2 avoiding harmful interference, particularly with distress and safety traffic, and
 - .1.3 prevention of unauthorized transmissions;
 - .2 other documents relating to operational and communication procedures for distress, safety and public correspondence services, including charges, navigational warnings and weather broadcasts in the Maritime Mobile Service in sea area A1; and
 - .3 use of the International Code of Signals and the Standard Marine Navigational Vocabulary as replaced by the IMO Standard Marine Communication Phrases.

Watchkeeping and procedures

- 42 Training should be given in:
- .1 communication procedures and discipline to prevent harmful interference in GMDSS sub-systems used in sea area A1;
 - .2 VHP communication procedures for:
 - .2.1 radiocommunication watchkeeping, exchange of radiocommunication traffic, particularly concerning distress, urgency and safety procedures and radio records,
 - .2.2 monitoring a distress frequency while simultaneously monitoring or working on at least one other frequency, and
 - .2.3 the digital selective calling system;
 - .3 use of the international phonetic alphabet;
 - .4 ship reporting systems and procedures;
 - .5 VHP radiocommunication procedures of the IMO Merchant Ship Search and Rescue Manual (MERSAR);

* IMO Model Course [] related to the Restricted Operator's Certificate (being developed) may be of assistance in the preparation of courses.

- .6 radio medical systems and procedures; and
- .7 causes of false distress alerts and means to avoid them*

Practical

- 43 Practical training should be given in:
- .1 correct and efficient operation of the GMDSS sub-systems and equipment prescribed for ships operating in sea area A1 under normal propagation conditions and under typical interference conditions;
 - .2 safe operation of relevant GMDSS communication equipment and ancillary devices, including safety precautions; and
 - .3 operational techniques for use of:
 - .3.1 VHP, including channel, squelch, and mode adjustment, as appropriate,
 - .3.2 radio life-saving appliances,
 - .3.3 emergency position-indicating radio beacons (EPIRBs), and
 - .3.4 NAVTEX receivers.

Miscellaneous

- 44 Knowledge of, and/or training in:
- .1 the English language, both written and spoken, for the satisfactory exchange of communications relevant to the safety of life at sea;
 - .2 services of rescue co-ordination centres (RCCs) and related communication routes;
 - .3 survival at sea, the operation of lifeboats, rescue boats, liferafts, buoyant apparatus and their equipment, with special reference to radio life-saving appliances;
 - .4 fire prevention and fire fighting, with particular reference to the radio installation;
 - .5 preventive measures for the safety of ship and personnel in connection with hazards related to radio equipment, including electrical, radiation, chemical and mechanical hazards; and
 - .6 first aid, including heart-respiration revival techniques.

TRAINING RELATED TO MAINTENANCE OF GMDSS INSTALLATIONS ON BOARD SHIPS

General

- 45 Reference is made to the maintenance requirements of SOLAS Convention regulation FV/15, and to IMO resolution A.702(17) on Radio maintenance guidelines for the GMDSS related to sea areas A3 and A4, which includes in its annex the following provision:
- "4.2 The person designated to perform functions for at-sea electronic maintenance should either hold an appropriate certificate as specified by the Radio Regulations, as required, or have equivalent at-sea electronic maintenance qualifications, as may be approved by the Administration, taking into account the recommendations of the Organization on the training of such personnel."
- 46 The following guidance on equivalent electronic maintenance qualifications is provided for use by Administrations as appropriate.**
- 47 Training as recommended below does not qualify any person to be an operator of GMDSS radio equipment who does not hold an appropriate Radio Operator's Certificate.

* See COM/Circ.127 - Guidelines for avoiding false distress alerts.

** IMO Model Course [] Training in Maintenance of Ships' GMDSS Installations (being developed) may be of assistance in the preparation of courses.

Maintenance training equivalent to the First-Class Radioelectronic Certificate

- 48 In determining training equivalent to the elements of the listed First-Class Radioelectronic Certificate:
- .1 the theory content should cover at least the subjects given in paragraphs 3 to 10;
 - .2 the practical content should cover at least the subjects given in paragraph 13; and
 - .3 the miscellaneous knowledge included should cover at least the subjects given in paragraph 14.

Maintenance training equivalent to the Second-Class Radioelectronic Certificate

- 49 In determining training equivalent to the maintenance elements of the Second-Class Radioelectronic Certificate:
- .1 the theory content should cover at least the subjects given in paragraphs 17 to 24;
 - .2 the practical content should cover at least the subjects given in paragraph 27; and
 - .3 the miscellaneous knowledge included should cover at least the subjects given in paragraph 28.

Chapter V
Guidance regarding special training requirements for personnel
on certain types of ships

Section B-V/1***Guidance regarding the training and qualifications of tanker personnel******OIL TANKER TRAINING***

- 1 The training required by paragraph 2.2 of regulation V/1 in respect of oil tankers should be divided into two parts, a general part concerning principles involved and a part on the application of those principles to ship operation. Any of this training may be given on board or ashore. It should be supplemented by practical instruction on board and, where appropriate, in a suitable shore-based installation. All training and instruction should be given by properly qualified and suitably experienced personnel.*
- 2 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce discussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

CHEMICAL TANKER TRAINING

- 3 The training required by paragraph 2.2 of regulation V/1 in respect of chemical tankers should be divided into two parts, a general part concerning principles involved and a part on the application on board of those principles to ship operations. Any of this training may be given on board or ashore. It should be supplemented by practical instruction on board and, where appropriate, in a suitable shore-based installation. All training and instruction should be given by properly qualified and suitably experienced personnel.**
- 4 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce dis-

* The following IMO Model Courses may be of assistance in the preparation of courses:

- .1 IMO Model Course 1.02 - *Advanced Training Programme on Oil Tanker Operations*
- .2 IMO Model Course 1.11 - *MARPOL 73/78 - Annex I*
- .3 IMO Model Course 2.06 - *Cargo and Ballast Handling Simulator*

** The following IMO Model Courses may be of assistance in the preparation of courses:

- .1 IMO Model Course 1.04 - *Advanced Training Programme on Chemical Tanker Operations*
- .2 IMO Model Course 1.12 - *MARPOL 73/78-Annex II*

cussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

LIQUEFIED GAS TANKER TRAINING

5 The training required by paragraph 2.2 of regulation V/I in respect of liquefied gas tankers should be divided into the following two parts:

- 1 supervised instruction, conducted in a shore-based facility or on board a specially equipped ship having training facilities and special instructors for this purpose, dealing with the principles involved and the application of these principles to ship operation, so however that Administrations may, in special situations, permit junior officers or ratings to be trained on board liquefied gas tankers on which they are serving, provided that such service is for a limited period, as established by the Administration, and that such crew members do not have duties or responsibilities in connection with cargo or cargo equipment and provided further that they are later trained in accordance with this guidance for any subsequent service; and
- 2 supplementary shipboard training and experience, wherein the principles learned are applied to a particular type of ship and cargo-containment system.

All training and instruction should be given by properly qualified and suitably experienced personnel.*

6 As much use as possible should be made of shipboard operation and equipment manuals, films and suitable visual aids, and the opportunity should be taken to introduce discussion of the part to be played by the safety organization on board ship and the role of safety officers and safety committees.

ON-BOARD TRAINING FOR ALL TANKER PERSONNEL

7 All tanker personnel should undergo training on board and, where appropriate, ashore, which should be given by qualified personnel experienced in the handling and characteristics of oil, chemical or liquefied gas cargoes as appropriate and the safety procedures involved. The training should at least cover the matters set out in paragraphs 8 to 14 below.

Regulations

8 Knowledge of the ship's rules and regulations governing the safety of personnel on board a tanker in port and at sea.

Health hazards and precautions to be taken

9 Dangers of skin contact; inhalation and accidental swallowing of cargo; oxygen deficiency, with particular reference to inert-gas systems; the harmful properties of cargoes carried, personnel accidents and associated first aid; lists of do's and don'ts.

Fire prevention and fire fighting

10 Control of smoking and cooking restrictions; sources of ignition; fire and explosion prevention; methods of fire fighting; of portable extinguishers and fixed installations.

Pollution prevention

11 Procedures to be followed to prevent air and water pollution and measures which will be taken in the event of spillage.

Safety equipment and its use

12 The proper use of protective clothing and equipment, resuscitators, escape and rescue equipment.

* IMO Model Course 1.06 - *Advanced Training Programme on Liquefied Gas Tanker Operations* may be of assistance in the preparation of courses.

Emergency procedures

13 Familiarization with the emergency plan procedures.

Cargo equipment and operations

14 A general description of cargo-handling equipment; safe loading and discharge procedures and precautions and safe entry into enclosed spaces.

ON-BOARD TRAINING FOR LIQUEFIED GAS TANKER PERSONNEL

15 Personnel who are required to be trained under regulation V/I should be provided supplementary shipboard training and experience based on the ship's operation manual. Such training and experience should cover the following systems as applicable:

1. the cargo-handling system, including piping systems; pumps; valves; expansion devices and vapour systems; service requirements and operating characteristics of the cargo-handling systems and liquid re-circulation;
2. instrumentation systems, including cargo level indicators; gas-detection systems; hull and cargo temperature monitoring systems; the various methods of transmitting a signal from a sensor to the monitoring station and automatic shutdown systems;
3. boil-off disposal, including use as fuel; compressors; heat exchanger; gas piping and ventilation in machinery and manned spaces; principles of dual-fuel boilers, gas turbines, diesel engines; emergency venting and re-liquefaction;
4. auxiliary systems, including ventilation and inerting; quick-closing, remote control, pneumatic, excess flow, safety relief, and pressure/vacuum valves; steam systems for voids, ballast tanks and condenser, and
5. general principles of operating the cargo-handling plant, including inerting cargo tanks and void spaces; tank cool-down and loading; operations during loaded and ballasted voyages; discharging and tank stripping; emergency procedures, and pre-planned action in the event of leaks, fires, collision, stranding, emergency cargo discharge and personnel casualty.

PROOF OF QUALIFICATION

16 The master of every oil, chemical and liquefied gas tanker should ensure that the officer primarily responsible for the cargo possesses an appropriate certificate, issued or endorsed or validated as required by regulation V/I, paragraph 4, and has had adequate recent practical experience on board an appropriate type of tanker to permit that officer to safely perform the duties assigned.

Section B-V/2***Guidance regarding mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on ro-ro passenger ships***

(No provisions)

Section B-V/3****Guidance regarding additional training for masters and chief mates of large ships and ships with unusual manoeuvring characteristics***

- 1 It is important that masters and chief mates should have had relevant experience and training before assuming the duties of master or chief mate of large ships or ships having unusual manoeuvring and handling characteristics significantly different from those in which they have recently served. Such characteristics will generally be found in

* Note there are no corresponding regulations in the Convention or sections in part A of the Code for sections B-V/3, B-V/4 and B-V/5.

ships which are of considerable deadweight or length or of special design or of high speed.

- 2 Prior to their appointment to such a ship, masters and chief mates should:
 - 1 be informed of the ship's handling characteristics by the company, particularly in relation to the knowledge, understanding and proficiency listed under ship manoeuvring and handling in column 2 of table A-II/2 -Specification of the minimum standard of competence for masters and chief mates of ships of 500 gross tonnage or more; and
 - 2 be made thoroughly familiar with the use of all navigational and manoeuvring aids fitted in the ship concerned, including their capabilities and limitations.
- 3 Before initially assuming command of one of the ships referred to above, the prospective master should have sufficient and appropriate general experience as master or chief mate, and either:
 - 1 have sufficient and appropriate experience manoeuvring the same ship under supervision or in manoeuvring a ship having similar manoeuvring characteristics; or
 - 2 have attended an approved ship handling simulator course on an installation capable of simulating the manoeuvring characteristics of such a ship.**
- 4 The additional training and qualifications of masters and chief mates of dynamically supported and high-speed craft should be in accordance with the relevant guidelines of the IMO Code of Safety for Dynamically Supported Craft and the IMO Code of Safety for High-Speed Craft (HSC Code), as appropriate.

Section B-V/4

Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in solid form in bulk,

- 1 Training should be divided into two parts, a general part on the principles involved and a part on the application of such principles to ship operation. All training and instruction should be given by properly qualified and suitably experienced personnel and cover at least the subjects given in paragraphs 2 to 14 hereunder.

PRINCIPLES

Characteristics and properties

- 2 The important physical characteristics and chemical properties of dangerous and hazardous substances, sufficient to give a basic understanding of the intrinsic hazards and risks involved.

Classification of materials possessing chemical hazards

- 3 IMO dangerous goods classes 4—9 and materials hazardous only in bulk (MHB) and the hazards associated with each class.

Health hazards

- 4 Dangers from skin contact, inhalation, ingestion and radiation.

Conventions, regulations and recommendations

- 5 General familiarization with the relevant requirements of chapters II-2 and VII of the 1974 SOLAS Convention as amended.
- 6 General use of and familiarization with the Code of Safe Practice for Solid Bulk Cargoes (BC Code) with particular reference to:

** IMO Model Course 1.22 - *Ship Simulator and Bridge Teamwork* may be of assistance in the preparation of courses.

- .1 safety of personnel, including safety equipment, measuring instruments, their use and practical application and interpretation of results;
- .2 hazards from cargoes which have a tendency to shift; and
- .3 materials possessing chemical hazards.

SHIPBOARD APPLICATION

Class 4.1 - Flammable solids

Class 4.2 - Substances liable to spontaneous combustion

Class 4.3 - Substances which, in contact with water, emit flammable gases

- 7 Carriage, stowage and control of temperature to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to self-reactive and related substances; segregation requirements to prevent heating and ignition; the emission of poisonous or flammable gases and the formation of explosive mixtures.

Class 5.1 - Oxidizing substances

- 8 Carriage, stowage and control of temperature to prevent decomposition and possible explosion; stowage categories; general stowage precautions and segregation requirements to ensure separation from combustible material, from acids and heat sources to prevent fire, explosion and the formation of toxic gases.

Class 6.1 - Toxic substances

- 9 Contamination of foodstuffs, working areas and living accommodation and ventilation.

Class 7 - Radioactives

- 10 Transport index; types of ores and concentrates; stowage and segregation from persons, undeveloped photographic film and plates and foodstuffs; stowage categories; general stowage requirements; special stowage requirements; segregation requirements and separation distances; segregation from other dangerous goods.

Class 8 - Corrosives

- 11 Dangers from wetted substances.

Class 9 - Miscellaneous dangerous substances and articles

- 12 Examples and associated hazards; the hazards of materials hazardous only in bulk (MHB); general and specific stowage precautions; working and transport precautions; segregation requirements.

Safety precautions and emergency procedures

- 13 Electrical safety in cargo spaces; precautions to be taken for entry into enclosed spaces that may contain oxygen-depleted, poisonous or flammable atmospheres; the possible effects of fire in shipments of substances of each class; use of the Emergency Procedures for Ships Carrying Dangerous Goods; emergency plans and procedures to be followed in case of incidents involving dangerous and hazardous substances and the use of individual entries in the Code of Safe Practice for Solid Bulk Cargoes in this respect.

Medical first aid

- 14 The IMO Medical First Aid Guide JOT Use in Accidents Involving Dangerous Goods (MFAG) and its use and application in association with other guides and medical advice by radio.

Section B-V/5

Guidance regarding training of officers and ratings responsible for cargo handling on ships carrying dangerous and hazardous substances in packaged form

- 1 Training should be divided into two parts, a general part on the principles involved and a part on the application of such principles to ship operation. All training and instruc-

tion should be given by properly qualified and suitably experienced personnel and cover at least the subjects given in paragraphs 2 to 19 hereunder.

PRINCIPLES

Characteristics and properties

- 2 The important physical characteristics and chemical properties of dangerous and hazardous substances, sufficient to give a basic understanding of the intrinsic hazards and risks involved.

Classification of dangerous and hazardous substances and materials possessing chemical hazards

- 3 IMO dangerous goods classes 1-9 and the hazards associated with each class; materials hazardous only in bulk (MHB).

Health hazards

- 4 Dangers from skin contact, inhalation, ingestion and radiation.

Conventions, regulations and recommendations

- 5 General familiarization with the relevant requirements of chapters II-2 and VII of the 1974 SOLAS Convention and of Annex III of MARPOL 73/78, including its implementation through the IMDG Code.

Use of and familiarization with the International Maritime Dangerous Goods (IMDG) Code

- 6 General knowledge of the requirements of the IMDG Code concerning declaration, documentation, packing, labelling and placarding; freight container and vehicle packing; portable tanks, tank containers and road tank vehicles, and other transport units used for dangerous substances.
- 7 Knowledge of identification, marking and labelling for stowage, securing, separation and segregation in different ship types mentioned in the IMDG Code.
- 8 Safety of personnel, including safety equipment, measuring instruments, their use and practical application and the interpretation of results.

SHIPBOARD APPLICATION

Class 1 - Explosives

- 9 The 6 hazard divisions and 13 compatibility groups; packagings and magazines used for carriage of explosives; structural serviceability of freight containers and vehicles; stowage provisions, including specific arrangements for on-deck and under-deck stowage; segregation from dangerous goods of other classes within class 1 and from non-dangerous goods; transport and stowage on passenger ships; suitability of cargo spaces; security precautions; precautions to be taken during loading and unloading.

Class 2 - Gases (compressed, liquefied, or dissolved under pressure), flammable, non-flammable, non-toxic and toxic

- 10 Types of pressure vessels and portable tanks, including relief and closing devices used; stowage categories; general stowage precautions, including those for flammable and poisonous gases and gases which are marine pollutants.

Class 3 - Flammable liquids

- 11 Packagings, tank containers, portable tanks and road tank vehicles; stowage categories, including the specific requirements for plastics receptacles; general stowage precautions, including those for marine pollutants; segregation requirements; precautions to be taken when carrying flammable liquids at elevated temperatures.

Class 4.1 - Flammable solids**Class 4.2 - Substances liable to spontaneous combustion****Class 4.3 - Substances which, in contact with water, emit flammable gases**

- 12 Types of packagings; carriage and stowage under controlled temperatures to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to self-reactive and related substances, desensitized explosives and marine pollutants; segregation requirements to prevent heating and ignition, the emission of poisonous or flammable gases and the formation of explosive mixtures.

Class 5.1 - Oxidizing substances Class 5.2 - Organic peroxides

- 13 Types of packagings; carriage and stowage under controlled temperatures to prevent decomposition and possible explosion; stowage categories; general stowage precautions, including those applicable to marine pollutants; segregation requirements to ensure separation from combustible material, from acids and heat sources to prevent fire, explosion and the formation of toxic gases; precautions to minimize friction and impact which can initiate decomposition.

Class 6.1 - Toxic substances Class 6.2 - Infectious substances

- 14 Types of packagings; stowage categories; general stowage precautions, including those applicable to toxic, flammable liquids and marine pollutants; segregation requirements, especially considering that the characteristic common to these substances is their ability to cause death or serious injury to human health; decontamination measures in the event of spillage.

Class 7 - Radioactives

- 15 Types of packagings; transport index in relation to stowage and segregation; stowage and segregation from persons, undeveloped photographic film and plates and food-stuffs; stowage categories; general stowage requirements; segregation requirements and separation distances; segregation from other dangerous goods.

Class 8 - Corrosives

- 16 Types of packagings; stowage categories; general stowage precautions, including those applicable to corrosive, flammable liquids and marine pollutants; segregation requirements, especially considering that the characteristic common to these substances is their ability to cause severe damage to living tissue.

Class 9 - Miscellaneous dangerous substances and articles

- 17 Examples of hazards including marine pollution.

Safety precautions and emergency procedures

- 18 Electrical safety in cargo spaces; precautions to be taken for entry into enclosed spaces that may contain oxygen-depleted, poisonous or flammable atmospheres; the possible effects of spillage or fire in shipments of substances of each class; consideration of events on deck or below deck; use of the IMO Emergency Procedures for Ships Carrying Dangerous Goods; emergency plans and procedures to be followed in case of incidents involving dangerous substances.

Medical first aid

- 19 The *IMO Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)* and its use and application in association with other guides and medical advice by radio.

Chapter VI
**Guidance regarding emergency, occupational safety,
 medical care and survival functions**

Section B-VI/1

Guidance regarding familiarization and basic safety training and instruction for all seafarers

FIRE PREVENTION AND FIRE FIGHTING

- 1 The basic training in fire prevention and fire fighting required by section A-VI/1 should include at least the theoretical and practical elements itemized in paragraphs 2 to 4 hereunder.*

Theoretical training

- 2 The theoretical training should cover
 - .1 the three elements of fire and explosion (the fire triangle): fuel; source of ignition; oxygen;
 - .2 ignition sources: chemical; biological; physical;
 - .3 flammable materials: flammability; ignition point; burning temperature; burning speed; thermal value; lower flammable limit (LFL); upper flammable limit (UFL); flammable range; inerting; static electricity; flashpoint; auto-ignition;
 - .4 fire hazard and spread of fire by radiation, convection, and conduction;
 - .5 reactivity;
 - .6 classification of fires and applicable extinguishing agents;
 - .7 main causes of fire on board ships: oil leakage in engine-room; cigarettes; overheating (bearings); galley appliances (stoves, flues, fryers, hotplates, etc.); spontaneous ignition (cargo, wastes, etc.); hot work (welding, cutting, etc.); electrical apparatus (short circuit, non-professional repairs); reaction, self-heating and auto-ignition; arson; static electricity;
 - .8 fire prevention;
 - .9 fire and smoke detection systems; automatic fire alarms;
 - .10 fire-fighting equipment, including:
 - .10.1 fixed installations on board and their locations; fire mains, hydrants; international shore connection; smothering installations, carbon dioxide (CO₂), foam; halogenated hydrocarbons; pressure water spray system in special category spaces, etc.; automatic sprinkler system; emergency fire pump; emergency generator, chemical powder applicators; general outline of required and available mobile apparatus; high-pressure fog system; high-expansion foam; new developments and equipment;
 - .10.2 firefighter's outfit, personal equipment; breathing apparatus; resuscitation apparatus; smoke helmet or mask; fireproof lifeline and harness; and their location on board; and
 - .10.3 general equipment, including fire hoses, nozzles, connections, fire axes; portable fire extinguishers; fire blankets;
 - .11 construction and arrangements, including escape routes; means for gas-freeing tanks; Class A, B and C divisions; inert gas systems;
 - .12 ship fire-fighting organization, including general alarm; fire control plans, muster stations and duties of individuals; communications, including ship-shore when in port; personnel safety procedures; periodic shipboard drills; patrol systems.
 - .13 practical knowledge of resuscitation methods;

* IMO Model Course 1.20 - *Basic Fire Fighting* may be of assistance in the preparation of courses.

- .14 fire-fighting methods, including sounding the alarm; locating and isolating; jettisoning; inhibiting; cooling; smothering; extinguishing; reflash watch; smoke extraction; and
- .15 fire-fighting agents, including water, solid jet, spray, fog, flooding; foam, high-, medium- and low-expansion; carbon dioxide (CO₂); halon; aqueous-film-forming foam (AFFF); dry chemical powder; new developments and equipment.

Practical training

- 3 The practical training given below should take place in spaces which provide truly realistic training conditions (e.g. simulated shipboard conditions), and whenever possible and practical should also be carried out in darkness as well as by daylight and should allow the trainees to acquire the ability to:
 - .1 use various types of portable fire extinguishers;
 - .2 use self-contained breathing apparatus;
 - .3 extinguish smaller fires, e.g. electrical fires, oil fires and propane fires;
 - .4 extinguish extensive fires with water (jet and spray nozzles);
 - .5 extinguish fires with either foam, powder or any other suitable chemical agent;
 - .6 enter and pass through, with lifeline but without breathing apparatus, a compartment into which high-expansion foam has been injected;
 - .7 fight fire in smoke-filled enclosed spaces wearing self-contained breathing apparatus;
 - .8 extinguish fire with water fog or any other suitable fire-fighting agent in an accommodation room or simulated engine-room with fire and heavy smoke;
 - .9 extinguish an oil fire with fog applicator and spray nozzles; dry chemical powder or foam applicators;
 - .10 effect a rescue in a smoke-filled space wearing breathing apparatus.

General

- 4 Trainees should also be made aware of the necessity of maintaining a state of readiness on board.

ELEMENTARY FIRST AID*

- 5 The training in elementary first aid required by regulation VI/1 as part of the basic training should be given at an early stage in vocational training, preferably during pre-sea training, to enable seafarers to take immediate action upon encountering an accident or other medical emergency until the arrival of a person with first-aid skills or the person in charge of medical care on board.

PERSONAL SAFETY AND SOCIAL RESPONSIBILITIES

- 6 Administrations should bear in mind the significance of communication and language skills in maintaining safety of life and property at sea and in preventing marine pollution. Given the international character of the maritime industry, the reliance on voice communications from ship-to-ship and ship-to-shore, the increasing use of multinational crews, and the concern that crew members should be able to communicate with passengers in an emergency, adoption of a common language for maritime communications would promote safe practice by reducing the risk of human error in communicating essential information.
- 7 Although not universal, by common practice English is rapidly becoming the standard language of communication for maritime safety purposes, partly as a result of the use

* IMO Model Course 1.13 - Medical Emergency - *Basic Training* may be of assistance in the preparation of courses.

of the Standard Marine Navigational Vocabulary, as replaced by the IMO Standard Marine Communication Phrases.

- 8 Administrations should consider the benefits of ensuring that seafarers have an ability to use at least an elementary English vocabulary, with an emphasis on nautical terms and situations.

Section B-VI/2

Guidance regarding certification for proficiency in survival craft, rescue boats and fast rescue boats

- 1 Before training is commenced the requirement of medical fitness, particularly regarding eyesight and hearing, should be met by the candidate.
- 2 The training should be relevant to the provisions of the International Convention for the Safety of Life at Sea (SOLAS), as amended.*

Section B-VI/3

Guidance regarding training in advanced fire fighting

(No provisions)

Section B-VI/4

Guidance regarding requirements in medical first aid and medical care

(No provisions)

Chapter VII

Guidance regarding alternative certification

Section B-VII/1

Guidance regarding the issue of alternative certificates

(No provisions)

Section B-VII/2

Guidance regarding certification of seafarers

(No provisions)

Section B-VII/3

Guidance regarding principles governing the issue of alternative certificates

(No provisions)

* IMO Model Course 1.23 – *Proficiency in Survival Craft* may be of assistance in the preparation of courses.

Chapter VIII
Guidance regarding watchkeeping

Section B-VIII/1

Guidance regarding fitness for duty

Prevention of fatigue

- 1 In observing the rest period requirements, "overriding operational conditions" should be construed to mean only essential shipboard work which cannot be delayed for safety or environmental reasons or which could not reasonably have been anticipated at the commencement of the voyage.
- 2 Although there is no universally accepted technical definition of fatigue, every one involved in ship operations should be alert to the factors which can contribute to fatigue, including, but not limited to, those identified by the Organization,* and take them into account when making decisions on ship operations.
- 3 In applying regulation VIII/1, the following should be taken into account:
 - .1 provisions made to prevent fatigue should ensure that excessive or unreasonable overall working hours are not undertaken. In particular, the minimum rest periods specified in section A-VIII/1 should not be interpreted as implying that all other hours may be devoted to watch-keeping or other duties;
 - .2 the frequency and length of leave periods, and the granting of compensatory leave, are material factors in preventing fatigue from building up over a period of time; and
 - .3 the provisions may be varied for ships on short sea voyages, provided special safety arrangements are put in place.
- 4 Administrations should consider the introduction of a requirement that records of hours of work or rest of seafarers should be maintained and that such records are inspected by the Administration at appropriate intervals to ensure compliance with regulations concerning working hours or rest periods.
- 5 Based on information received as a result of investigating maritime casualties, Administrations should keep their provisions on prevention of fatigue under review.

Section B-VIII/2

Guidance regarding watchkeeping arrangements and principles to be observed

- 1 The following operational guidance should be taken into account by companies, masters and watchkeeping officers.

PART 1 - GUIDANCE ON CERTIFICATION

(No provisions)

PART 2 - GUIDANCE ON VOYAGE PLANNING (No provisions)

PART 3 - GUIDANCE ON WATCHKEEPING AT SEA

(No provisions)

Part 3-1 - Guidance on keeping a navigational watch

Introduction

- 2 Particular guidance may be necessary for special types of ships as well as for ships carrying hazardous, dangerous, toxic or highly flammable cargoes. The master should provide this operational guidance as appropriate.

* See the annex to IMO resolution A.772(18), paragraphs 2 to 4.4.1.

- 3 It is essential that officers in charge of the navigational watch appreciate that the efficient performance of their duties is necessary in the interests of the safety of life and property at sea and of preventing pollution of the marine environment.

Bridge resource management

- 4 Companies should issue guidance on proper bridge procedures and promote the use of checklists appropriate to each ship, taking into account national and international guidance.*
- 5 Companies should also issue guidance to masters and officers in charge of the navigational watch on each ship concerning the need for continuously reassessing how bridge-watch resources are being allocated and used, based on bridge resource management principles such as the following:
 - .1 a sufficient number of qualified individuals should be on watch to ensure all duties can be performed effectively;
 - .2 all members of the navigational watch should be appropriately qualified and fit to perform their duties efficiently and effectively or the officer in charge of the navigational watch should take into account any limitation in qualifications or fitness of the individuals available when making navigational and operational decisions;
 - .3 duties should be clearly and unambiguously assigned to specific individuals, who should confirm that they understand their responsibilities;
 - .4 tasks should be performed according to a clear order of priority;
 - .5 no member of the navigational watch should be assigned more duties or more difficult tasks than can be performed effectively;
 - .6 individuals should be assigned at all times to locations at which they can most efficiently and effectively perform their duties, and individuals should be reassigned to other locations as circumstances may require;
 - .7 members of the navigational watch should not be assigned to different duties, tasks or locations until the officer in charge of the navigational watch is certain that the adjustment can be accomplished efficiently and effectively;
 - .8 instruments and equipment considered necessary for effective performance of duties should be readily available to appropriate members of the navigational watch;
 - .9 communications among members of the navigational watch should be clear, immediate, reliable, and relevant to the business at hand;
 - .10 non-essential activity and distractions should be avoided, suppressed or removed;
 - .11 all bridge equipment should be operating properly and if not, the officer in charge of the navigational watch should take into account any malfunction which may exist in making operational decisions;
 - .12 all essential information should be collected, processed and interpreted, and made conveniently available to those who require it for the performance of their duties;
 - .13 non-essential materials should not be placed on the bridge or any work surface; and
 - .14 members of the navigational watch should at all times be prepared to respond efficiently and effectively to changes in circumstances.

Part 3-2 - Guidance on keeping an engineering watch

- 6 Particular guidance may be necessary for special types of propulsion systems or ancillary equipment and for ships carrying hazardous, dangerous, toxic or highly flammable materials or other special types of cargo. The chief engineer officer should provide this operational guidance as appropriate.

* ICS *Bridge Procedures Guide* (Witherby Marine Publishing, 32/36 Aylesbury Street, London EC1R 0ET, UK) may be of assistance in the preparation of programmes.

- 7 It is essential that officers in charge of the engineering watch appreciate that the efficient performance of engineering watchkeeping duties is necessary in the interest of the safety of life and property at sea and of preventing pollution of the marine environment.
- 8 The relieving officer, before assuming charge of the engineering watch, should:
 - .1 be familiar with the location and use of the equipment provided for the safety of life in a hazardous or toxic environment;
 - .2 ascertain that materials for the administration of emergency medical first aid are readily available, particularly those required for the treatment of burns and scalds; and
 - .3 when in port, safely anchored or moored, be aware of:
 - .3.1 cargo activities, the status of maintenance and repair functions and all other operations affecting the watch, and
 - .3.2 the auxiliary machinery in use for passenger or crew accommodation services, cargo operations, operational water supplies and exhaust systems.

Part 3-3 - Guidance on keeping a radio watch

General

- 9 Among other things, the Radio Regulations require that each ship radio station is licensed, is under the ultimate authority of the master or other person responsible for the ship and is only operated under the control of adequately qualified personnel. The Radio Regulations also require that a distress alert shall only be sent on the authority of the master or other person responsible for the ship.
- 10 The master should bear in mind that all personnel assigned responsibility for sending a distress alert must be instructed with regard to, be knowledgeable of, and be able to operate properly all radio equipment on the ship as required by regulation I/14, paragraph 1.4. This should be recorded in the deck or radio log-book.

Watchkeeping

- 11 In addition to the requirements concerning radio watchkeeping, the master of every seagoing ship should ensure that:
 - .1 the ship's radio station is adequately manned for the purpose of exchanging general communications - in particular public correspondence, taking into account the constraints imposed by the duties of those authorized to operate it; and
 - .2 the radio equipment provided on board and, where fitted, the reserve sources of energy are maintained in an efficient working condition.
- 12 Necessary instruction and information on use of radio equipment and procedures for distress and safety purposes should be given periodically to all relevant crew members by the person designated in the muster list to have primary responsibility for radio-communications during distress incidents. This should be recorded in the radio log.
- 13 The master of every ship not subject to the SOLAS Convention should require that radio watchkeeping is adequately maintained as determined by the Administration, taking into account the Radio Regulations.

Operational

- 14 Prior to sailing, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should ensure that:
 - .1 all distress and safety radio equipment and the reserve source of energy are in an efficient working condition, and that this is recorded in the radio log;
 - .2 all documents required by international agreement, notices to ship radio stations and additional documents required by the Administration are available and are corrected

- in accordance with the latest supplements, and that any discrepancy is reported to the master,
- .3 the radio clock is correctly set against standard time signals;
 - .4 antennae are correctly positioned, undamaged and properly connected; and
 - .5 to the extent practicable, routine weather and navigational warning messages for the area in which the ship will be navigating are updated together with those for other areas requested by the master, and that such messages are passed to the master.
- 15 On sailing and opening the station, the radio operator on watch should:
- .1 listen on the appropriate distress frequencies for any possible existing distress situation; and
 - .2 send a traffic report (name, position and destination, etc.) to the local coast station and any other appropriate coast station from which general communications may be expected.
- 16 While the station is open, the radio operator on watch should:
- .1 check the radio clock against standard time signals at least once a day,
 - .2 send a traffic report when entering and on leaving the service area of a coast station from which general communications might be expected; and
 - .3 transmit reports to ship reporting systems in accordance with the instructions of the master.
- 17 While at sea, the radio operator designated as having primary responsibility for radio-communications during distress incidents should ensure the proper functioning of:
- .1 the digital selective calling (DSC) distress and safety radio equipment by means of a test call at least once each week; and
 - .2 the distress and safety radio equipment by means of a test at least once each day but without radiating any signal.
- The results of these tests should be recorded in the radio log.
- 18 The radio operator designated to handle general communications should ensure that an effective watch is maintained on those frequencies on which communications are likely to be exchanged, having regard to the position of the ship in relation to those coast stations and to coast earth stations from which traffic may be expected. When exchanging traffic, radio operators should follow the relevant ITU recommendations.
- 19 When closing the station on arrival at a port, the radio operator on watch should advise the local coast station and other coast stations with which contact has been maintained of the ship's arrival and of the closing of the station.
- 20 When closing the radio station the radio operator designated as having primary responsibility for radiocommunications during distress incidents should:
- .1 ensure that transmitting antennae are earthed; and
 - .2 check that the reserve sources of energy are sufficiently charged.

Distress alerts and procedures

- 21 The distress alert or distress call has absolute priority over all other transmissions. All stations which receive such signals are required by the Radio Regulations to immediately cease all transmissions capable of interfering with distress communications.
- 22 In the case of a distress affecting own ship, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.
- 23 On receiving a distress alert:
- .1 the radio operator on watch should alert the master and, if appropriate, the radio operator designated as having primary responsibility for radio-communications during distress incidents; and

- .2 the radio operator designated as having primary responsibility for radiocommunications during distress incidents should evaluate the situation and immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.

Urgency messages

- 24 In cases of urgency affecting own ship, the radio operator designated as having responsibility for radiocommunications during distress incidents should immediately assume responsibility for following the procedures of the Radio Regulations and relevant ITU-R Recommendations.
- 25 In cases of communications relating to medical advice, the radio operator designated as having primary responsibility for radiocommunications during distress incidents should follow the procedures of the Radio Regulations and adhere to the conditions as published in the relevant international documentation (see paragraph 14.2) or as specified by the satellite service provider.
- 26 In cases of communications relating to medical transports, as defined in the Annex 1 to the Protocol additional to the Geneva Conventions of 12 August 1949 relating to the protection of victims of international armed conflicts (Protocol 1), the radio operator designated as having primary responsibility for radiocommunication during distress incidents should follow the procedures of the Radio Regulations.
- 27 On receiving an urgency message, the radio operator on watch should alert the master and, if appropriate, the radio operator designated as having primary responsibility for radiocommunications during distress incidents.

Safety messages

- 28 When a safety message is to be transmitted, the master and the radio operator on watch should follow the procedures of the Radio Regulations.
- 29 On receiving a safety message, the radio operator on watch should note its content and act in accordance with the master's instructions.
- 30 Bridge-to-bridge communications should be exchanged on VHP channel 13. Bridge-to-bridge communications are described as "Intership Navigation Safety Communications" in the Radio Regulations.

Radio records

- 31 Additional entries in the radio log should be made in accordance with paragraphs 10, 12, 14, 17 and 33.
- 32 Unauthorized transmissions and incidents of harmful interference should, if possible, be identified, recorded in the radio log and brought to the attention of the Administration in compliance with the Radio Regulations, together with an appropriate extract from the radio log.

Battery maintenance

- 33 Batteries providing a source of energy for any part of the radio installation including those associated with uninterrupted power supplies, are the responsibility of the radio operator designated as having primary responsibility for radiocommunications during distress incidents and should be:
 - .1 tested on-load and off-load daily and, where necessary, brought up to the fully charged condition;
 - .2 tested once per week by means of a hydrometer where practicable, or where a hydrometer cannot be used, by a suitable load test; and
 - .3 checked once per month for the security of each battery and its connections and the condition of the batteries and their compartment or compartments.The results of these tests should be recorded in the radio log.

PART 4 - GUIDANCE ON WATCHKEEPING IN PORT

(No provisions)

PART 5 - GUIDANCE ON PREVENTION OF DRUG AND ALCOHOL ABUSE*

- 34 Drug and alcohol abuse directly affect the fitness and ability of a seafarer to perform watchkeeping duties. Seafarers found to be under the influence of drugs or alcohol should not be permitted to perform watchkeeping duties until they are no longer impaired in their ability to perform those duties.
- 35 Administrations should consider developing national legislation:
- .1 prescribing a maximum of 0.08% blood alcohol level (BAC) during watchkeeping duty as a minimum safety standard on their ships; and
 - .2 prohibiting the consumption of alcohol within 4 hours prior to serving as a member of a watch.

Drug and alcohol abuse screening programme guidelines

- 36 The Administration should ensure that adequate measures are taken to prevent alcohol and drugs from impairing the ability of watchkeeping personnel, and should establish screening programmes as necessary which:
- .1 identify drug and alcohol abuse;
 - .2 respect the dignity, privacy, confidentiality and fundamental legal rights of the individuals concerned; and
 - .3 take into account relevant international guidelines.

* See MSC/Circ. 595 - Principles and Guidelines Concerning Drug and Alcohol Abuse Programmes and MSC/Circ. 634 - Drug Use and Alcohol Abuse.